

OFFICIAL
PROGRAMME
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SHELL BRITISH MOTORCYCLE GRAND PRIX

August 3-6, 1989



*FIM World Championships
125cc, 250cc, 500cc
and Sidecars*

Organised by



For conditions of admission see inside

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**Shell**

British Motorcycle Grand Prix

**DONINGTON PARK – SUNDAY 6 AUGUST 1989****PRACTICE 3, 4, 5 AUGUST**

Britain's rounds of the FIM World 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 01/12) ACU Permit No. 716

TIMETABLE

THURSDAY AUGUST 3 — Untimed Practice

125cc	11.45–12.45
250cc	13.00–14.00
500cc	14.15–15.15
Sidecars	15.30–16.30

FRIDAY AUGUST 4 — Timed Practice

125cc	09.00–09.30	13.00–13.30
250cc	09.45–10.25	13.45–14.25
500cc	10.40–11.20	14.40–15.20
Sidecars	11.35–12.05	15.35–16.05
TT Superbike		16.20–17.00
Save the Children Bicycle Race	2 laps	17.30

SATURDAY AUGUST 5 — Timed Practice

125cc	09.00–09.30	13.00–13.30
250cc	09.45–10.25	13.45–14.25
500cc	10.40–11.20	14.40–15.20
Sidecars	11.35–12.05	15.35–16.05
Save the Children Randy Mamola Promotion	12.15	

International TT Superbike Race **17.00**
25 laps 62.5 miles (100.5kms)
Motor Cycle News Grass Track Event – Off Circuit
19.00–21.00

SUNDAY AUGUST 6 — Untimed Practice

125cc	09.00–09.15
250cc	09.25–09.40
500cc	09.50–10.05
Sidecars	10.15–10.30

SHELL 125cc BRITISH GRAND PRIX

24 laps

Sighting Lap

10.45

Warm-Up Lap

10.57

Start
11.00

SHELL 250cc BRITISH GRAND PRIX

26 laps

12.15

12.27

12.30

ROYAL ARTILLERY MOTORCYCLE DISPLAY TEAM
MOTOR CYCLE NEWS "PILLION IN A MILLION"/JPS NORTON

SHELL 500cc BRITISH GRAND PRIX

30 laps

14.30

14.42

14.45

SHELL SIDECAR BRITISH GRAND PRIX

24 laps

16.00

16.12

16.15

INTERNATIONAL TT SUPERBIKE RACE

10 laps

—

—

17.30

25 miles (40.13kms)

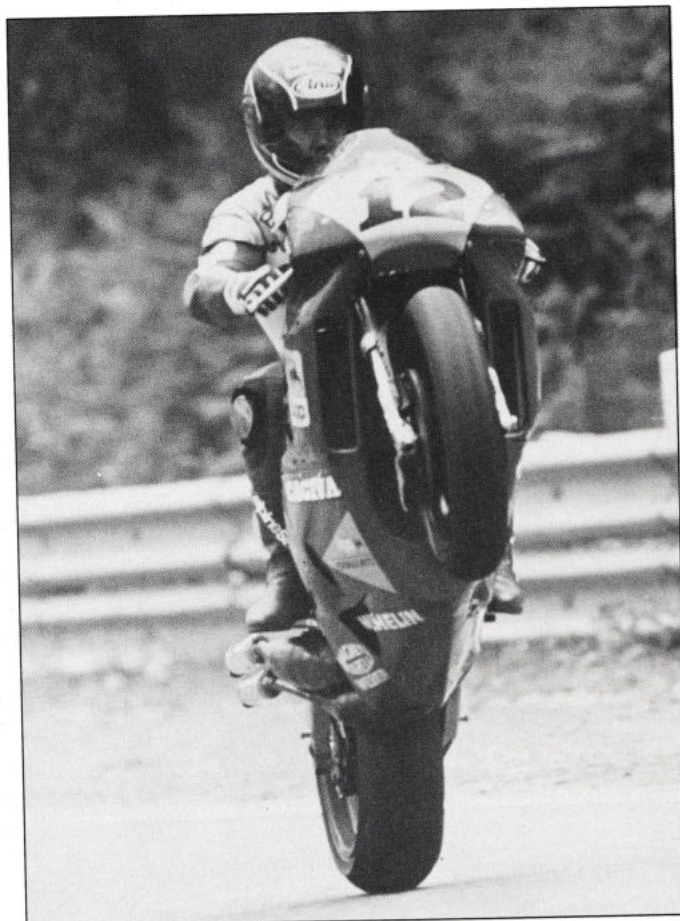
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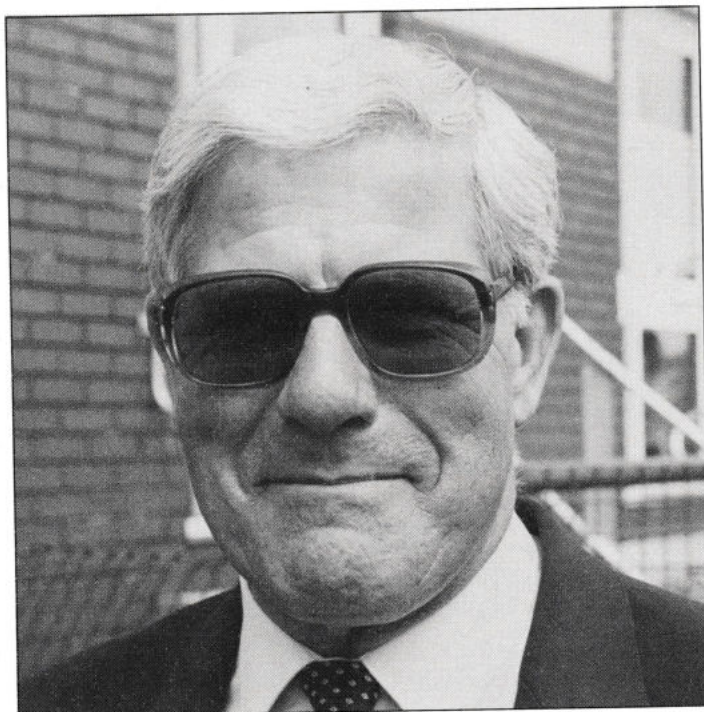
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processed by **UNISYS COMPUTER**



FÉDÉRATION INTERNATIONALE MOTOCYCLISTE



I consider it a privilege to welcome you all to the 1989 Shell British Motorcycle Grand Prix.

Once again we will see the world's top riders negotiating their way around the Donington turns, chasing World Championship points, prize money, the glory of the winner's rostrum, but above all the personal satisfaction of having done well.

Motorcycle racing has changed greatly over the past decades.

The development from the 'fifties and the 'sixties, when it was a pure amateur sport, to the present entertainment business, with the involvement of many sectors of industry and commerce, has brought great changes in the way the sport has to be run.

No matter what the developments are, I believe that all involved must make sure that the sport remains an attractive spectacle to the people who watch it, whether at the race tracks or on television.

The body I have the honour to represent, the Fédération Internationale Motocycliste (F.I.M.) is determined to contribute considerably to the positive development of the sport we are involved in, to the benefit of all concerned.

The F.I.M. is the foremost authority in the world of motorcycling and motorcycle racing and will remain to be so.

Obviously this status puts us under the obligation to see that the interests of all concerned are taken care of.

We constantly have to try and improve the conditions under which today's racing takes place.

Needless to say, the rider's safety is our first and foremost concern. I am happy that in many circuit owners, promoters and organisers, we find the right partners who share this view and are prepared to do all the work that needs to be done to create the highest safety standard that can possibly be achieved.

The Donington Park circuit is the best example.

I am sure that we will be able to sort out any problems relating to the future of motorcycle racing, provided that all those involved are willing to co-operate with each other to achieve this.

I am convinced that the competitors in this year's British Grand Prix will do their utmost to provide you with great racing at World Championship level and I wish all of you an enjoyable day here at Donington Park and a safe journey home.



Josef H. Zegwaard
*President,
Road Racing Commission,
F.I.M.*

Welcome

It is with the utmost pleasure that I once again welcome you to Donington Park for the 1989 Shell British Motorcycle Grand Prix.

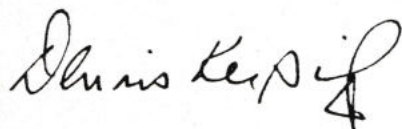
This will be only the third year that the Grand Prix has been held at Donington, but already it is established as the premier event of its kind in Europe.

The 1988 Grand Prix marked the 60th year in which Shell have supported sport on two and four wheels, both on and off the track, and we are proud of participating at all levels of competition. This year Shell is once again sponsoring motorcycling at its highest level.

I am confident that the 1989 Shell British Grand Prix demonstrates our commitment to combining our business objectives with the interests of the sport.

May I, on behalf of Shell, thank Mr. Tom Wheatcroft, the circuit owner, Two Four Sports, the promoters, the Auto Cycle Union, officials, marshals and all other organisations who contribute to the success of this premier motorsport occasion.

Finally I wish all the spectators and competitors, without whom the Shell British Grand Prix could not take place, a safe and enjoyable weekend.



Dennis Keeping
Managing Director
Shell Oils



Shell

It is my privilege to extend to you on behalf of the Auto Cycle Union a very warm welcome to Donington Park for the Shell British Grand Prix.

This is the third year that Donington has hosted the British round of the Fédération Motocycliste World Championships. It is the highlight of our racing year and by common consent, is recognised as the best organised Grand Prix in the world.

To stage an event of this stature takes an enormous amount of time, effort and co-operation between many interested parties and it is to their credit that the British Grand Prix is now regarded as the event by whose standards all the others are judged.

Our grateful thanks go to Mr. Tom Wheatcroft, the circuit owner, to Shell for their continued, generous support and to Mr. Maurice Jones and Robert Fearnall of promoters Two Four Sports for their superb organisational efforts.

Their staff, too, must be complimented for the immaculate condition of Donington Park while my final thanks go to the officers and staff of the ACU, my colleagues on the Race Committee, the marshals and all who contribute to making the Shell British Grand Prix the unrivalled success it is today.

To the competitors and spectators, without whom none of this would be possible, may I say: "Thank you for coming and have a safe, enjoyable weekend."



Jim Parker
Chairman,
ACU Road Race Committee



ACU

Mat Oxley reveals the background to . . .

"UNDISPUTABLY THE FASTEST, MOST TALENTED RIDERS ON EARTH"

Americans Wayne Rainey, Eddie Lawson and Kevin Schwantz are the dominating trinity of the 500 GPs – undisputably the fastest, most talented riders on earth . . .

The Super Power triumvirate has hogged the 1989's harvest of glory, winning all but two of this season's titanic 500 battles, taking all but one pole position and monopolising the rostrum at five GPs. In other words – when they're up and running – no one else gets a look in.

The trio's punishing global campaign has exposed their personalities: calm, thoughtful Rainey fighting a relentless duel for the title with shy, smouldering Lawson while exuberant, extrovert Schwantz employs his bull in a china shop method – thrilling but ultimately ineffective.

Beyond the personalities – the technology. Every Grand Prix is a multi-million pound high-tech tournament between Yamaha, Honda and Suzuki, between Dunlop and Michelin, and a battle for the media limelight between Lucky Strike, Rothmans and Pepsi. No trick is missed, no manoeuvre overlooked, no quarter given. Or expected.

After 11 GPs title leader Rainey's wits are holding out best under massive pressure from Lawson. The champ elect has been right up front from the start, showing a consistency on his Yamaha YZR500 to overshadow even 'Steady Eddie'.



Lawson fighting the Honda's power.

Rainey makes an unerring habit of finishing in the top two. He's missed out just twice this season – once with a tyre problem and once with brake trouble – both times he slipped just one place to third. That's some record on a 160bhp motorcycle which even when operating perfectly is ready to flick its pilot into the dirt at the slightest hint of a mistake.

Coached and psyched-up by Lucky Strike team owner Kenny Roberts, Rainey is Mr Immaculate. He makes less mistakes than any other 500 rider, he thinks harder and works harder. Blond haired with a ruggedly handsome face, Rainey crashes less than anyone else. And he doesn't stay on board by taking things easy.

The intensity of Rainey's performances has startled some this season but the ex-US Superbike champ knew it was going to be like this all along.



Rainey, Lawson and Schwantz in the early laps of the Austrian GP (above and below).

"I really thought I'd be racing for the championship but I didn't know who with. Then one got hurt and one's been inconsistent," he said of Wayne Gardner's broken leg and Schwantz's inability to string together regular finishes.

Rainey's animated style aboard the Team Roberts YZR500 is awe-inspiring to behold, he's so violent, so aggressive with the bike and yet he always gets it pointing in the right direction – usually after the rear tyre has left a thick black arc of scorched rubber on the tarmac.

His YZR's apparent lack of stability isn't helped by a shortened swing-arm, which pays off dividends in the slower turns and will be especially useful on Donington's tight section. Further frame and suspension mods have calmed the bike down to some extent and Rainey believes he will have the advantage on the fast sweepers.

"Sure the bike moves about a bit, but I don't feel like I'm going fast enough if it's not jumping and wobbling," smiles last year's British GP winner.

Rainey is lucky enough to have the most adventurous GP team behind him. With Roberts in charge, Lucky Strike are the acknowledged leaders in GP technology. They were the





Kevin Schwantz at Le Mans and endorsing his sponsor's product (below).

first with Öhlins upside down forks, the first with the now ubiquitous Lockheed carbon brakes (which were a major force in Rainey's '88 Donington win) and they were the first to make serious use of on-bike computer technology. Rainey, and team mate Kevin Magee, now have seat-mounted data recorders which monitor a variety of engine and chassis functions for later analysis.

"We're already finding so many ways to make use of the information," says Rainey, "I had a front end patter problem someplace and the suspension monitor showed up exactly at which point of the suspension travel we had the problem."

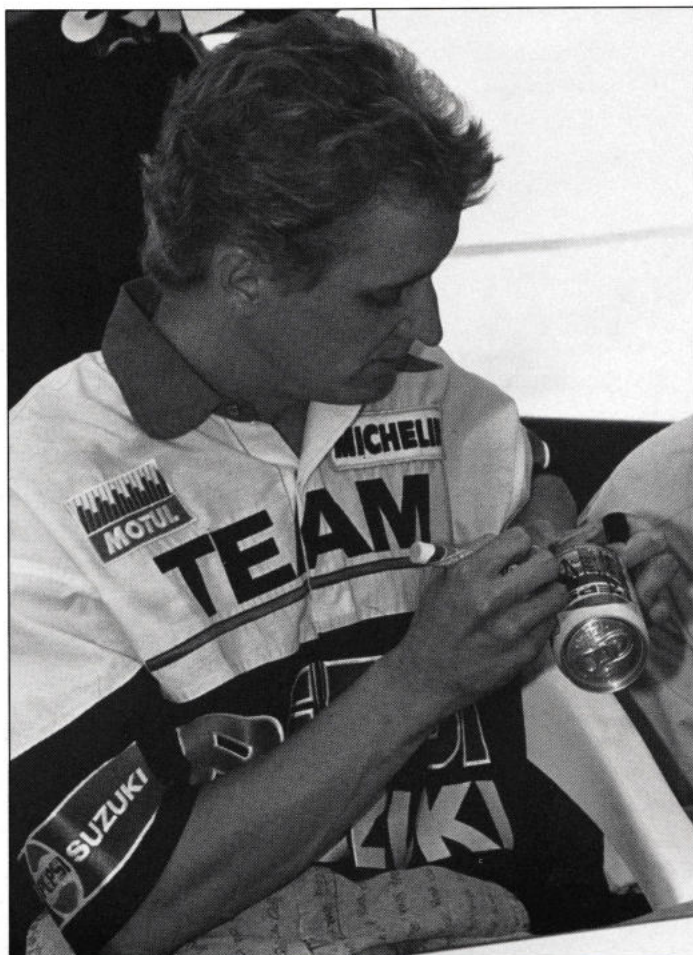
Silicon chips may be doing their part in Rainey's success but all the chips in the world wouldn't help if he wasn't putting it on the line at every GP. His aggression was too much for Lawson at Salzburg in June – a couple of hard-charging moves had the world champ protesting after the race. Hard-skinned Rainey took the complaint as just another of Lawson's psychological stabs in the joust for the championship.

Since Lawson won his first world crown in '84, only Freddie Spencer has matched his own consistency. Now Rainey has proved that he too is capable of getting on the rostrum every time and life has been made all the harder for the world champ by his switch to Honda.

You'd never get Lawson to admit he'd made a mistake by leaving Marlboro Yamaha and going to Rothmans Honda – "The Honda has its advantages and disadvantages," he 'revealed' recently. But he's won just two GPs so far and he's acknowledged to be riding harder than ever, his usually smooth lines looking a little frayed as he fights to get the NSR competitive.

His biggest problem has been the Honda NSR500's steering. As Wayne Gardner discovered to his disgust in '88, the NSR understeers dreadfully. And the Australian, sidelined for two months after his US GP smash, wasn't slow to spot Lawson's troubles from the trackside.

"Nobody ever used to believe me that the Honda steered



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AT THE
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CLUBS

A.J.S. & Matchless Owners Club, B.M.W. Club, Christian Motorcyclists Association (UK), Classic Racing M/C Club, Derbyshire & Staffs British M/C Club, G.R.A.S.A., Hednesford Motor Cycle Club, Italian Motorcycle Owners Club, Macclesfield British M/C Owners Club, M/V Agusta Owners Club G.B., Suzuki Owners Club, Taff Riders Motorcycles Club, Triumph Owners Club, Vintage Motor Scooter Club.

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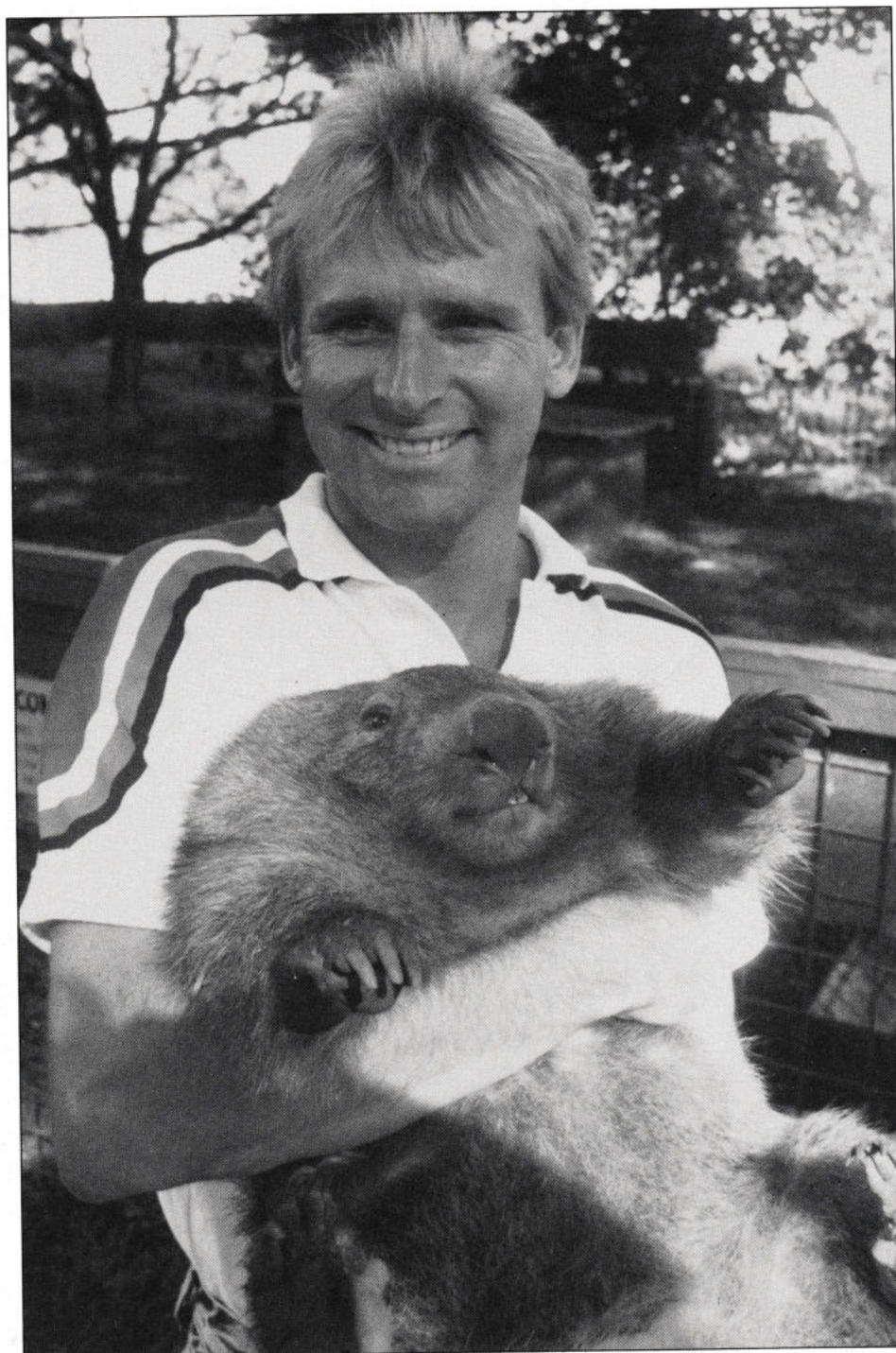




The best riders in the world choose Shell.



MAT OXLEY'S TOP TEN



**MAT OXLEY,
MOTOR CYCLE
NEWS' RENOWNED
GRAND PRIX
REPORTER,
ASSESSES THE
TOP 10 GP RIDERS
AFTER THE
FRENCH GP.**

② EDDIE LAWSON

Did Lawson ever realise just how demanding a machine the Honda NSR500 is before he signed the Rothmans contract last year? And if he did would he have gone ahead and done the deal?

We'll probably never know the answer to those questions because the world champion is a private person. Unlike others, he doesn't feel the need to explain himself, or make excuses.

What is certain is that Lawson has taken a long time to get at home on the NSR. So far he's won just two GPs and that's pretty incredible for a man whose won an average of five GPs a year since '84 and took seven last season. Maybe it's impressive that he's still in contention for the title but it's worth remembering that last year Gardner was 27 points behind at this stage – and that was after two break-downs aboard an even worse handling NSR.

Lawson is undoubtedly giving it all he's got. The 'Steady Eddie' style so familiar on the Yamaha has been revised with a dash of rashness on the Honda. He knows he has to stick his neck out further to win on the NSR and Lawson has already said he's not prepared to ride like Gardner to grab the glory. Erv Kanemoto has been working hard though and the NSR's coming good – a late season challenge is on the cards.

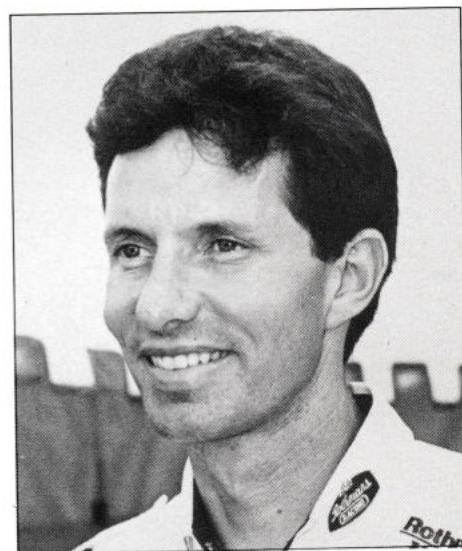
① WAYNE RAINEY

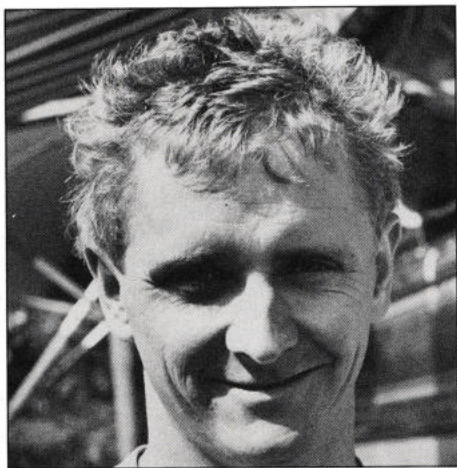
When compiling a post-1988 season top ten last October, I was severely tempted to put Rainey number one – feeling that if he'd had the same tyres as Gardner and Lawson, he might have won the world title. In the end I took fright and put him third behind his fellow Californian and the Australian. I wish I hadn't.

The intensity of Rainey's flawless performances this year has been astonishing and has surprised some who didn't heed the warning of his '88 form. His Yamaha hasn't always been the best handler and, while his Dunlops are now invariably on a par with the Michelins, there've been at

least two GPs where he's lost out on grip. Rainey manages to dismiss the effect of both these problems – wicked tank-slappers and lurid slides – to maintain a consistency which is unprecedented in the modern age of factory bike dominated grids.

More pressure is put upon 500 riders now than ever. But Rainey rises to the occasion at every GP, regardless of the track, the weather and his main rivals. When aggression is required, he lays it on thick enough to get Lawson complaining. If discretion is the order of the day, Rainey will cool it and take the points while his rivals dip out.





③ KEVIN SCHWANTZ

The hot young Texan got a reputation for inconsistency last year. And after winning this year's opening Suzuka GP he announced his aim for '89 was to keep on finishing races.

If Schwantz had achieved that aim he'd probably be on top of this roll of honour because when he's still on two wheels he is undoubtedly the fastest rider of all. Instead his frequent race tumbles have only confirmed the fears he instilled in his admirers last year - he lacks the psychological maturity required to win GPs week in, week out.

Maturity, plus a fully reliable motor cycle, is all that Schwantz lacks, his skill as a rider is awe-inspiring and when he finally learns to maintain concentration, resist the pressure, or overcome whatever his problem may be, he will certainly be world champion. One just presumes that he *will* learn. But of course there's no guarantee that he'll ever calm down.



④ SITO PONS

Pons won his first world crown last year but that performance has been far overshadowed by his current form which puts him way ahead of any of his rivals.

The Spaniard made mistakes in '88 and only just fended off compatriot Juan Garriga for the title. This season he has proved he's capable of coming out on top in any situation a GP may throw at him.

Winning consistency is particularly hard to come by in the hectic scrambles which characterise 250 GPs, but Pons is always there. He's won most of this year's GPs on the last lap, including the stunning six way Hockenheim encounter. That ability to faultlessly judge the final winning move in the heat of such an intense battle makes Pons an even more remarkable rider than if he'd won the race by a mile. It shows an enormous talent perfectly complemented by aggression, temperament and intelligence.



⑤ WAYNE GARDNER

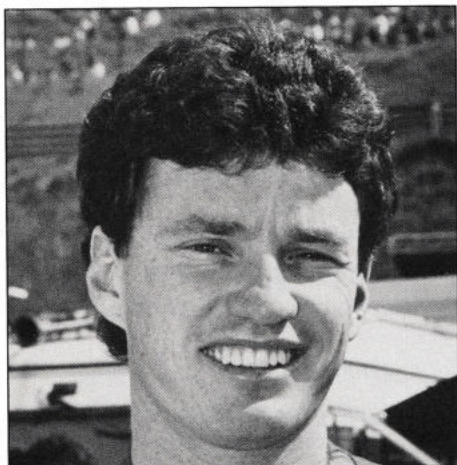
It may seem strange to include in this roll a man who has missed six GP's this season. But Gardner has done enough in his few appearances to prove he deserves high consideration.

Not one top 500 rider has got this far in the season without crashing at least once, Gardner was just unlucky to break his leg when he fell at Laguna Seca.

The Australian's home GP win in April was an epic victory in a race which rivalled last year's French GP as one of the all time greats. In the Phillip Island four man battle he beat Rainey into second while Lawson, the next Honda man, was a distant fifth.

Gardner didn't make any friends when he dismissed Lawson's later Spanish win as "lucky", claiming his own Oz victory as the only true Honda success. But he wasn't really wrong.

Until the NSR500's chassis is radically improved, Gardner's ultra-aggressive style will still be the way to get the best out of the beast.



⑥ KEVIN MAGEE

Despite missing two GPs following his US GP smash, Magee has this year managed to find the consistency he lacked in 1988. Last year he struggled to keep up the relentless pace through his first full GP season and still has to retrieve the form which took him to his first GP win.

But far from being a disappointment, Magee is slowly, quietly staging a comeback. He's now a consistent top four finisher and doesn't need to find much more speed before his neat, flowing style guides him back to the top of a GP rostrum.



⑦ CHRISTIAN SARRON

At 34 years old Sarron is the elder statesman of 500 GP racing and his constantly improving style is vivid proof that the delicately violent technique needed to master a 500 isn't acquired overnight.

He's been fast for many a year on 500s but the speed has always been tainted with a large helping of danger, so much so that even his friends claimed they were scared of riding with him.

Now Sarron has evolved that margin of safety which allows him to log good points scores at every GP. Far from being King Crasher, he joins Rainey, Lawson and Magee as the four lords of the 500 GP circus.



⑧ JEAN PHILIPPE RUGGIA

Yamaha's YZR250 is far outclassed by the Hondas, lending a touch of desperation to the tactics of the three Yamaha factory pilots - Ruggia, Luca Cadalora and Juan Garriga.

In his first factory-backed year Ruggia certainly looks desperate: the antics of GP racing's only elbow scraper are enough to make grown men look away in fear. But unlike Garriga and Cadalora, the pug-nosed Frenchman has shown a remarkable turn of consistency. He seems to have inherited Garriga's '88 ability to ride the outer limits and stay on board, only to get blitzed by the NSRs on the straights. Sadly the YZR is unreliable as well as slow - Ruggia's two DNFs have both resulted from engine breaks.

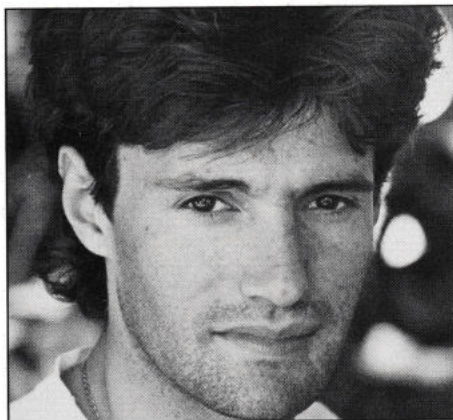


⑨ PIER FRANCESCO CHILI

No one was greatly shocked when Chili crashed three times at the opening Suzuka GP in March. There was even less surprise when he fell at the next Grand Prix. The Latin had never been known for his steadiness and his move to the still developing Pirelli tyres seemed sure to seal his fate.

Chili's later form has proved all his critics wrong. He first began to show real speed in Spain. Then he won the boycotted Misano GP and has since been proving his status as one of the top flight 500 pilots.

His style improves all the time but most impressive is his performance with Pirelli. While the tyres are working well now, Chili has the awkward job of developing them alone, leaving him isolated from the consensus of opinion which Michelin and, to a lesser extent, Dunlop riders can share among themselves.



⑩ EZIO GIANOLA

Not a token top ten appearance from a 125 star. Gianola is the most impressive of the 125 men; the Italian deserves ranking amongst the current greats and would seem an ideal candidate to follow compatriots Cadalora and Chili into the bigger classes.

His radical style, standing out from arch-rivals Alex Criville and Hans Spaan, is the highlight of the hectically close 125 class. Gianola barely lifts his helmet from his Honda's petrol tank from the flash of the green light to the wave of the chequered flag and he uses his body weight to steer the bike like a 500 pilot. No one else has ever made a 125 look so spectacular.

True, like Schwantz in the 500 class, his flamboyant style can be his downfall and he's lost valuable points by crashing twice whilst up front.

The author

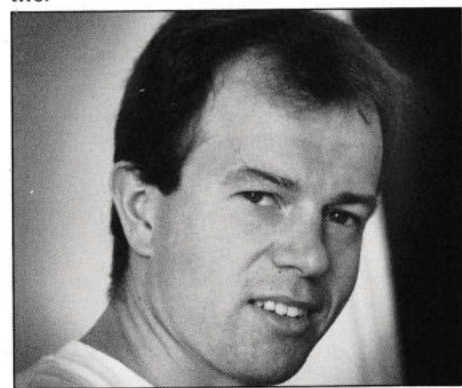
All of the Grand Prix features in this programme are written by Mat Oxley.

Mat Oxley first worked in motor cycle journalism in the early eighties, shortly after he began his own racing career.

Oxley (30) moved on from club production racing to the infamous Yamaha Pro-Am before specialising in endurance. In '85 he won a TT but has since turned his back on the Island circuit. Last year he teamed up with ex-Suzuki GP rider Paul Lewis to finish third in the world championship and in 1984 he was second in the Le Mans 24 hours.

After several years as road test chief at *Motor Cycle News*, Bedford-based Oxley moved on to be come editor of *Performance Bikes* magazine before taking on his current job covering the Grands Prix for MCN.

As well as writing about the racing he also gets to test as many GP bikes as he can and has just returned from racing in the Suzuka Eight Hours in Japan where he had Wayne Rainey, Wayne Gardner and Kevin Schwantz teach him a riding lesson or two.



ROPA ROADRACE ORGANIZERS & PROMOTERS ASSOCIATION

GRAND PRIX CALENDAR '89

Date	Country	Circuit	Classes				Side-cars
			80	125	250	500	
March 26	Japan	Suzuka			•	•	
April 9	Australia	Phillip Island			•	•	
April 16	USA	Laguna Seca			•	•	•
April 30	Spain	Jerez	•	•	•	•	
May 14	Italy	Mugello	•	•	•	•	
May 28	West-Germany	Hockenheim	•	•	•	•	
June 4	Austria	Salzburgring	•	•	•	•	
June 11	Yugoslavia	Rijeka	•	•	•	•	
June 24	Holland	Assen	•	•	•	•	
July 2	Belgium	Francorchamps	•	•	•	•	
July 16	France	Le Mans	•	•	•	•	
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RAINEY'S WINNING STYLE TO DONINGTON

By Mat Oxley

Runaway winner of last year's Donington Grand Prix, Wayne Rainey knows better than most how to hustle a 160bhp 500 round the rolling parkland track.

The circuit is far from straightforward and holds many challenges – several turns have blind entries, many corners flow into each other, there's a heavy emphasis on braking (especially on the Melbourne loop) and with such short straights the 500s run very low gearing, making them even more difficult than usual to keep under control.

"I can attack that track," says the Californian, with his mind on the open grassy run-offs, "I can be real aggressive on the motor cycle. The surface has a very high grip factor, probably the highest of all."

Some riders reckon the excess of grip can cause them difficulties – their styles have evolved to use the spinning, sliding rear tyre to steer out of the turns. But while that may confuse some, it's not a problem for Rainey.

"It just means you go a lot faster without sliding. You give it a lot of throttle and the bike only moves a little bit, it's real predictable. It wasn't like that when I rode a VFR750 in the Match races in '87 on the old surface, then you had to slide around a lot more. But that's a little easier to do on a four-stroke."

Rainey's lap of Donington starts with a hard grab of the carbon brakes and a rapid shift back to second on his Lucky Strike Yamaha as he approaches Redgate, the first of many deceptive bends at Donington.

"I get in there higher than most people. I like to get on the gas as soon as possible and get out of the turn without wheelspin, the drive is so important down the hill."

The Californian's line there is in fact the definitive Redgate approach – very late entry and then early on the throttle to steer through the tightening exit – but last year he had the luxury of leading from the green light and never had to

repulse a challenge. The classic Redgate challenge manoeuvre sacrifices mid-corner and exit speed for a tight, inside entry which should head-off the man on the fast sweeping line. It doesn't always work of course but it's something the leader must consider if he's under attack.

Short-shifting to third, fourth then fifth, Rainey heads down the ultra rapid Craner Curves which sweep right then suddenly into an initially invisible off-camber left. It's here that the lighter Lockheed carbon discs pay huge dividends by reducing the self-centering gyroscopic effect which magnifies with speed. Travelling at over 120mph the rider has everything to do. If he gets the first part wrong he'll be wrong for the next two corners – this problem is repeated all the way to Coppice as the corners flow relentlessly into one another.

"When you want to turn left down Craner, you mustn't. You've got to stay close to the right and then flick her left at the last moment – not too soon but not too late or you won't get back to the left of the track for the next right."

With the motor screaming in fifth Rainey fights to get the YZR over to the left on the steep downhill approach to the Old Hairpin which dramatically intensifies the sensation of speed.

"I'm using everything I've got to shift the bike left – feet, hands, everything, before I brake and hook it back to second. You really load the front at the Hairpin. Then I crack the throttle hard, the tyre spins and the bike still wants to go left. Then it shakes like hell as you get it pointing right and start shifting gears going up the hill."

With the front end staying light, Rainey fights the YZR to the right of the track and sets up for the electrifying left sweep under Starkeys Bridge which eases up and then tightens left again before the right turn into McLeans. Through the last left, riders scrape their knees on the kerb at around 150mph, then flick the bike upright, brake, change down two gears





and flick right, all in the space of 100 yards.

"You're going so fast there that it's real difficult to keep on line but getting the entry right into McLeans is very important – it's so easy to overcook it because you're using the front tyre so hard. From here on it gets to be fun."

Snicking into third with the front wheel aviating nicely as he guns his YZR up the hill towards Coppice, Rainey hits the brakes before he can even see the corner. The totally blind entry (you don't even get to see the first apex till you're there) leads on to a second apex which takes the rider onto Donington's main straight, which is actually pretty short. Exit speed is still crucial though and Coppice is Rainey's favourite corner.

"It's real easy to get off there. Go in six inches too deep and you run off the track. You're leant over so much and carrying so much speed going in that you don't want to give it too much brake. Getting out you get leant over here further and longer than any place else on the track. I try to keep it from long slides because that's too hard on the tyre."

Kicking up the dust as he uses all the road on the exit, Rainey takes Starkey's Straight diagonally as he moves from



the left to the right of the track for the chicane. That sends the YZR front wheel skywards as it crosses the brow beneath the Dunlop Bridge, almost revving out in sixth – about 160mph. The tyre arrives back on the tarmac just in time for heavy braking for the left/right chicane.

"I get all my braking done before I flick into the chicane, otherwise it's tough to get it over to the right. It's not important to get in here fast, I coast through the left then get back on the gas fast. The exit is uphill so it's easy to spin the tyre and the track gets to feel as narrow as Assen."

Rainey shifts back to fourth up the hill and he can't see Melbourne till after he's hit the brakes. The final left hander at Goddards is yet another blind entry, again with major emphasis on braking.

"I enter Melbourne hotter than other guys, get off the brakes, coast then jump back on the gas. Again it's an uphill exit so the rear tyre gets pretty loose out of there, then you get a wheelie. I don't see the next left till late either. A lot of guys are falling down at that turn. The entry is so wide that you think you can go in fast, then you've got to make a tight line. I guess it catches them out. There's good grip in the turn but you get wheelspin coming out onto the straightaway and the front wheel can be picking up all the way over the finish line."



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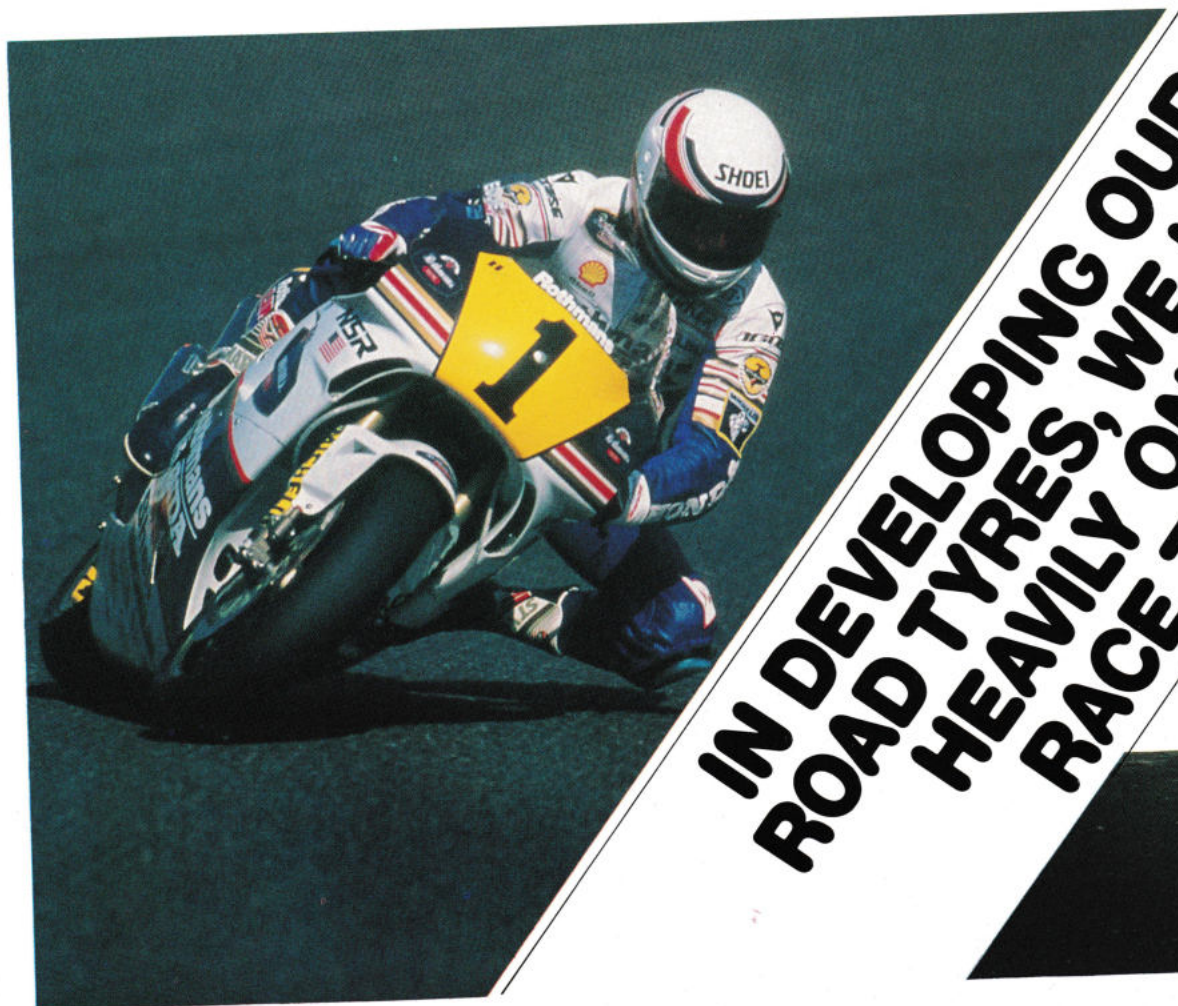
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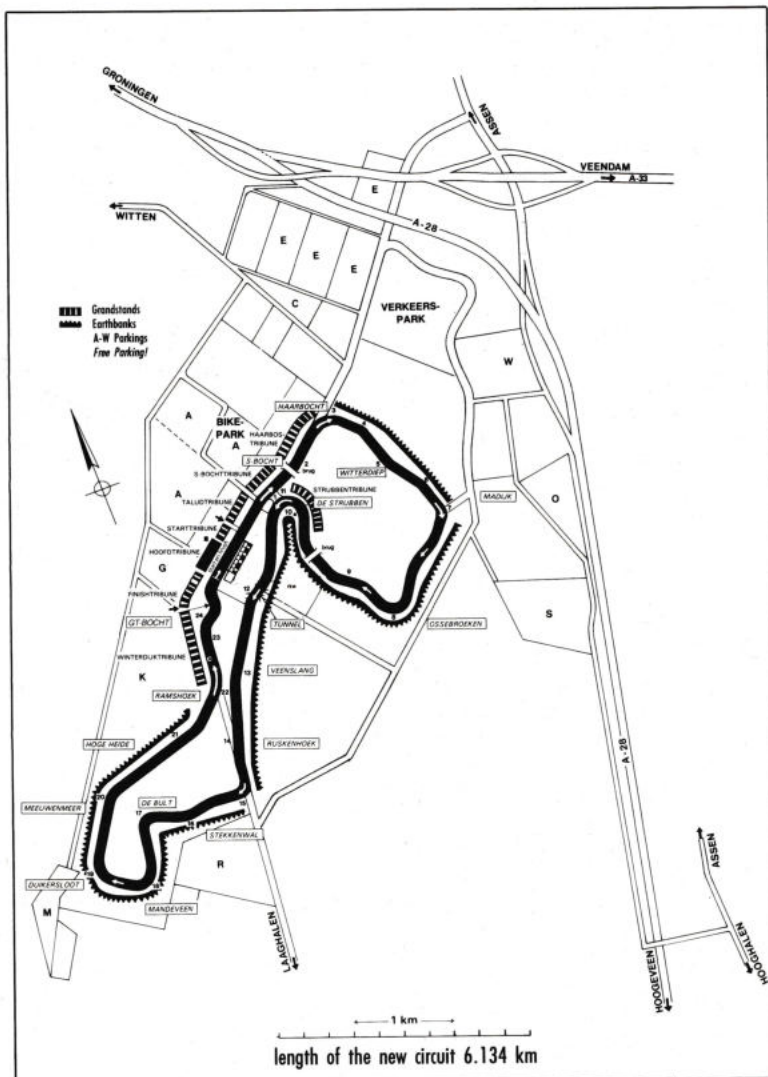
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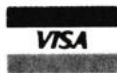
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ANECDOTES –

Mat Oxley reveals THE PRINTABLE ONES

(and that's not very many)

The GP paddock is a world on its own where the world champion is king. And everybody else wants his crown.

It is the GP journalist's job to move through this world chasing the truth. And as more and more money pours into the sport, the truth becomes harder and harder to find.

The top riders can now all afford palatial motorhomes which would make a Bon Jovi tour bus look positively downmarket. Within these mirrored glass juggernauts the riders are capable of holding out against a journalist siege for days at a time. At the Yugoslav GP, Freddie Spencer was reputed to have stayed locked inside his air-conditioned, darkened home for three whole days before qualifying began.

Enigmatic Spencer is the most difficult man to make contact with. His new motorhome features a remote TV camera and mini-TV screen to identify those who dare ring the Spencer doorbell. The usual reply (when you get one at all), "Sorry but he's in the shower right now", has become enshrined in legend but was equally recently by waggish journo and TV interviewer Mike Scott. As soon as one of Spencer's minders had trotted out the usual excuse, Scott reposted, quick as a flash – "That's okay, we're all wearing shower caps, the camera gear is waterproof and we'll only film Freddie from the waist up."

Spencer's motorhome is probably the most overpowering monolith in the millionaire stars' paddock parking lot.

It stands there, sombre in colour, with every square millimetre of paint, chrome and glass glinting in the sunlight. Not a speck of dust is tolerated.

Air-conditioning units humming ominously, one approaches it as if one were approaching a recently landed spaceship unsure of the importance of its inhabitants. Inside it's all in the best possible taste – polka dot upholstered soft seating in the living area giving way to a dazzling white kitchen space – a place for everything and everything in its place.

Randy Mamola's is no less impressive in size but the

murals and paint job break up its titanic proportions. Inside the Californian's taste is a little more in the pop star style than Spencer's – white leather upholstery, engraved mirrors, and twinkling stars wink at Randy from the ceiling of his bedroom. But the resident dog – Suki – is the most treasured possession inside. Mamola and the hound share an electrically powered golf cart for paddock transport which slots into the side of the 'home.

Kevin Schwantz goes one better – he has a Suzuki jeep which hides in a matching trailer behind his motorhome. Schwantz's interior decoration is more middle of the road – it's certainly not desperately flash. But if you're the kind who needs impressing, he gets a buzz out of showing off his electric curtains.

THE GP MOTORHOME RANKING

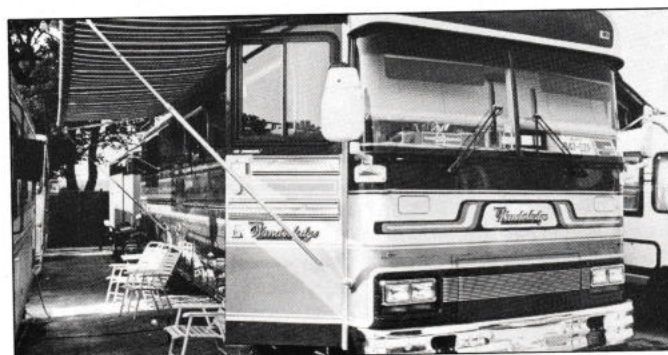
- 1 **Freddie Spencer**
- 2 **Randy Mamola**
- 3 **Kevin Schwantz**
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- 7 **Reinhold Roth**
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- 11 **Peter Clifford/Mike Trimby**
- 13 **Eddie Lawson (he'll get a new one someday)**

Niall Mackenzie is a hard working chap, maybe something to do with deeply inbred Scottish Puritanism, so when he was off-sick at June's Austrian GP, best mate Rob McElnea didn't waste time allocating the Scot a little task.

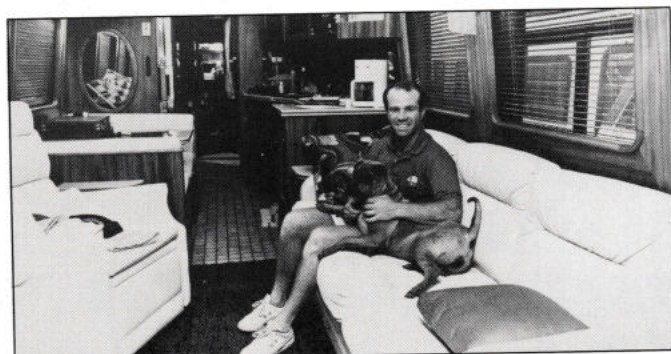
His job was simple, and would have been even easier if his left leg hadn't been in plaster. All he had to do was take Rob Mac's video camera and film him in action on Salzburgring's corners in practice. The footage would be used later on the motorhome TV to analyse Rob's style and help shave another few tenths of a second off his lap times.



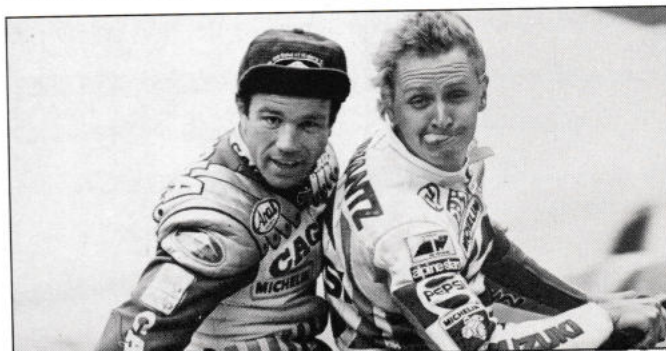
Wayne Gardner's "Grand Villa"



Kevin Schwantz's "Wanderlodge"



Randy Mamola & Suki



Schwantz & Mamola in typical off-track guise.

With hardly a thought for his injuries (which included a broken wrist and finger), Mackenzie took to the task enthusiastically. Hobbling from corner to corner as fast as he could with girlfriend Jan Burtenshaw, Mackenzie filmed Rob's progress diligently.

After practice Mackenzie duly returned to the paddock, waited for McElnea to peel off his sweaty leathers, popped the video tape into the machine, switched the TV on. And waited.

Scene One: Out of focus shots of paddock tarmac moving to and fro beneath the wildly shaking camera – "C'mon Jan we'll get him at the first left of the esses," – more wildly out of focus shots, this time of the lush Salzburg grass, a glimpse of the Armco. Then nothing – absolute blank.

Scene Two: "That's enough of that, we'll go to the last turn now," – More footage of totally blurred Salzburg greenery, a bit more out of focus tarmac – "Oooch, ouch, my leg hurt's but we're nearly there," – another glimpse of fuzzy armco. Then nothing – total greyness.

Mackenzie's toil had been in vain – he'd got the on-off switch the wrong way round.

Grand Prix racing has gone golf crazy this season. You're nobody in the GP paddock if you're not heavily into thwacking little white balls around the place.

It's believed that Kenny Roberts introduced this pastime as the perfect antidote for doing crazy things on motor cycles at 180mph.

The King has now been joined in his love for the game by Schwantz (Kevin and father Jim), Sito Pons, Juan Garriga, Rob McElnea, Wayne Rainey, too name but a very few of the addicts.

Games are played at nearby courses at most GPs but now Roberts adversaries believe he's using an unsporting technique to gain an advantage. Roberts' secret weapons are his two kids – Kenny Junior and Curtis, both budding golfers themselves.

At a recent tournament in Belgium involving the Roberts dynasty, Rainey, McElnea and others, a defeated player confided:

"Curtis and Kenny Junior spend the whole time arguing, fighting and screaming. It's undoubtedly a ploy to put other plays off their game because Kenny never says a word to them."

Roberts' underhand tactic backfired this time when he was faced with a critical shot.

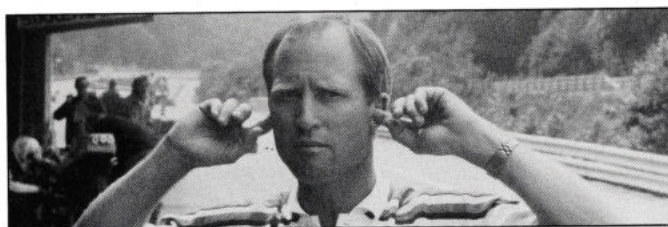
"Pass me the putter, Curtis," he said.

Curtis and Kenny looked at each other.

"I didn't have it last, I didn't putt," wailed Kenny Junior.

"Well I didn't use it 'cos I was so close I didn't even have to putt," grumbled Curtis.

After a few threatening gestures from dad, Curtis disappeared to search for the misplaced putter. He never came back.



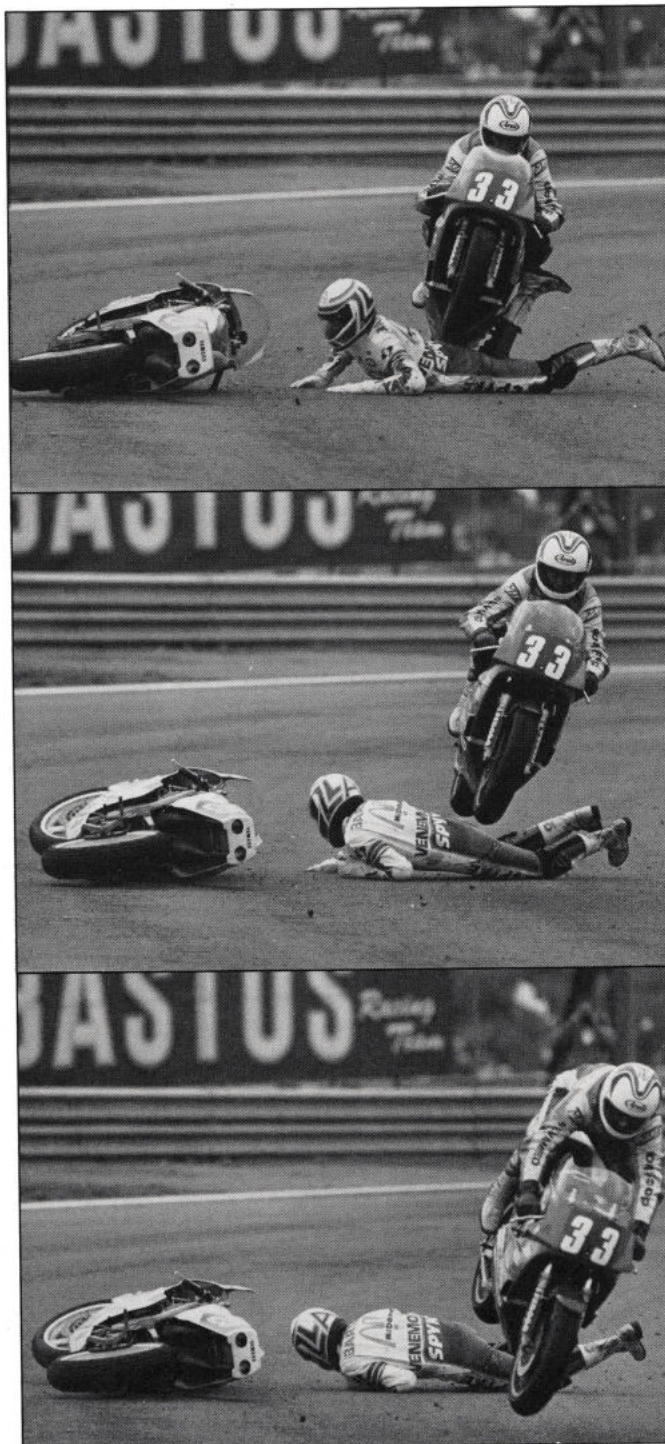
Kenny Roberts – golf is a quieter pastime.

Ever since the days when Bill Ivy used to race around crashing his Ferrari, high performance glamour cars have had a special place in GP stars' hearts.

So it was smiles all round when Porsche lent a quartet of £40,000 944s to world champ Eddie Lawson, Wayne Rainey, Randy Mamola, Kevin Schwantz and German Martin Wimmer at the Hockenheim GP.

The boys were to keep the vehicles for a few weeks and were seen disappearing in the direction of the next GP in Austria at speeds which would give Peter Bottomley an instant coronary.

Ouch! Gary Cowan steps over Alexandre Barros at Spa.



All went well till after the Austrian GP when winner Schwantz and second placed Lawson went for a post-race bash round the track in Lawson's 944. After "cruising" a couple of laps the pair returned to the paddock where they were set upon by a large security guard, apparently most displeased at their joy ride. The man tried to drag Schwantz out of the car and when he realised the skin 'n' bone Texan was strapped-in with his seat belt, he slammed the door instead, smashing the window and gashing Schwantz's face.

Not much later the pair ended up in a Salzburg ditch, red-faced Schwantz making a hasty retreat while Lawson faced the music.

The perfect end to a day's fun happened out on the open road – an old dear stopped suddenly, Schwantz braked hard and missed the car, Lawson braked hard and missed Schwantz but Mamola saw it all too late, tail-gated Lawson who dominoed Schwantz – ding, ding, ding. Boys will be boys.

SHORT STORIES

MAT OXLEY SETS THE SCENE FOR EACH OF THE GRAND PRIX RACES

125's

Getting sacked by Spanish factory Derbi was the best thing that ever happened to teenager Alex Criville.

The fresh faced 19 year old was kicked out of the all-conquering tiddler squad after disobeying team orders in last year's Yugoslavian GP.

At the time the marching orders seemed like a death blow to such a promising career. But other people had faith in the youngster who hails from Barcelona – just like most of Spain's two wheel dynasty including Sito Pons, Juan Garriga, Jorge Martinez and Carlos Cardus.

Chassis wizard Antonio Cobas, who also plays a major role in Pons' winning ways, took Criville under his wing, picked up £0.5 million sponsorship from Marlboro (the tiddlers are big business in Spain) and created his own team.

While the Derbi of four times champ Martinez and the Honda of Italian Ezio Gianola had looked set to fight for the title amongst themselves, Criville and Cobas were suddenly a major force.

He's hardly looked back since he won his first GP in Australia on the Cobas framed, Rotax engined machine. By mid-season Criville was leading the title chase – the first time a teenager has looked likely to win a world title since the great Johnny Cecotto stunned his 'elders and betters' in the seventies.

Criville is a typical GP whizz kid – he's prepared to take the risks which even erratic Gianola flinches at but he wins more often than he tumbles. Indeed Criville's riding has put Gianola under such pressure that the Italian has crashes more often than his young protégé.

Martinez meanwhile can do little right, when his Derbi doesn't breakdown he usually falls off it and is out of the title hunt this year. Dutchman Hans Spaan is the third title protagonist. A strong mid-season hat-trick has put the experienced 31 year old ahead of upstart Criville on points but a Le Mans engine problem has hurt his chances.



Martinez won at Le Mans but is out of this year's 125 title hunt.

250's

Sito Pons is a unique force in the '89 GP season – no one else has managed to dominate a world championship the way he has.

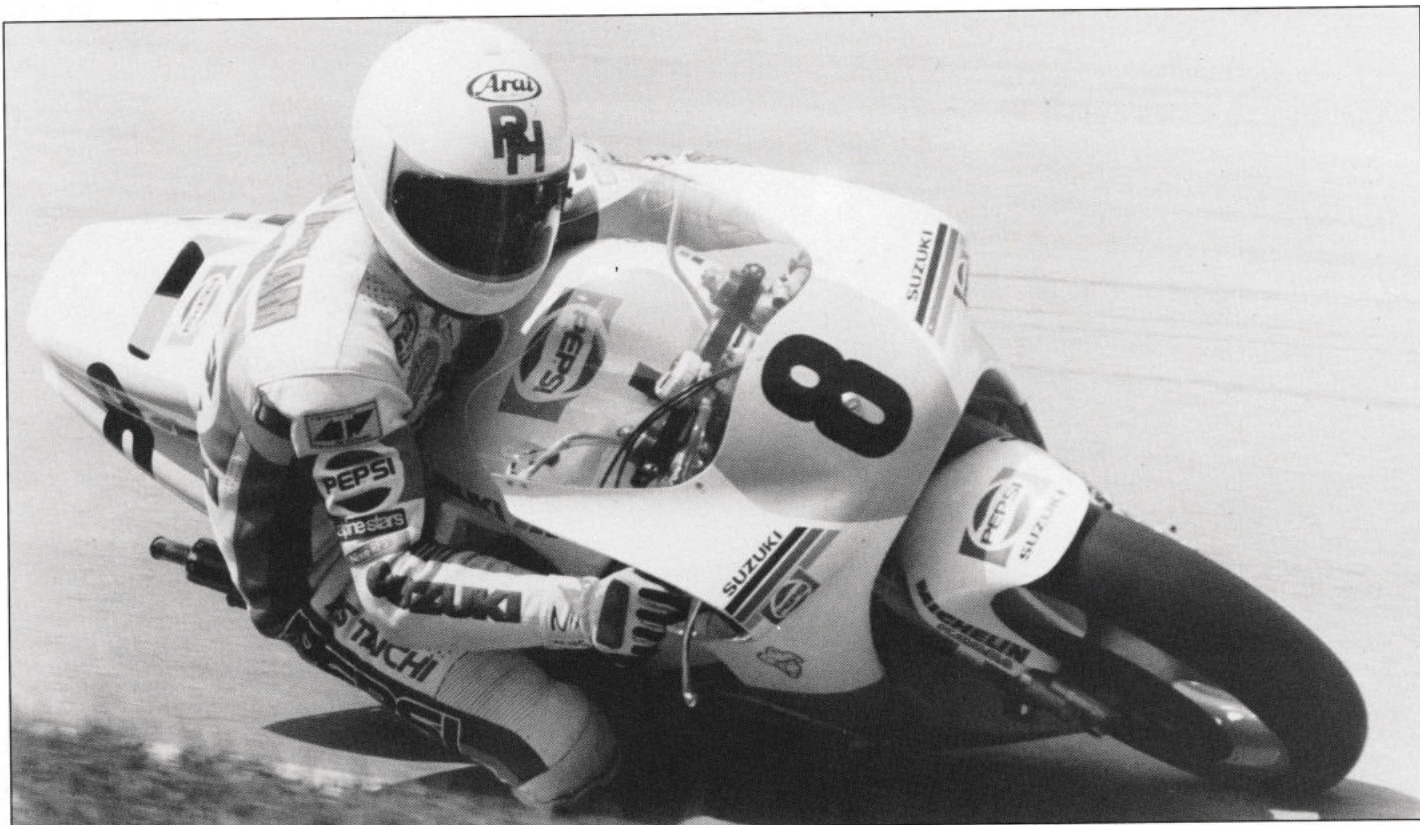
Such has been the Spaniard's strength on his Honda NSR250 that he only has to beat lanky Swiss Jacques Cornu at Donington to retain the 250 world crown – with three rounds still to go.

Ever consistent Pons (28) is the ultimate tactician, but the best considered strategy in the world can be blown to pieces when the wild men of the 250s like Jean Philippe Ruggia and Luca Cadalora are out there.

Somehow the ex-architecture student from Barcelona has managed to avoid tangling with the hotheads this season. In many ways Pons resembles 500 leader Wayne Rainey. In fact the pair are great friends – Pons holidayed with Rainey in California last winter so it's no surprise that both men share



19 year old "daredevil" Alex Criville has proved the sensation of the 125 GP's this year.



Ron Haslam during his brilliant ride at Austria when a certain 4th was knocked away by Sarron.

the same thoughtful, analytical approach to racing.

Off the circuit they are quieter than your average GP star, both are married and share the same passion for golf. On the track they transform into aggressive racing machines riding the ragged edge between victory and disaster.

No one else can do that week-in, week-out in 250s. And that's what makes the class so entertaining – anything can happen to do-or-die heroes like Cadalora and Ruggia. And usually does.



Luca Cadalora — "awesomely talented and frighteningly fast".

Three-times a GP winner on his Marlboro Yamaha, daredevil Cadalora (26) is awesomely talented and frighteningly fast yet unpredictable in the extreme. Ruggia (23) exhibits his elbow-scraping brilliance in flashes but he's too young to shine consistently.

But neither of these flamboyant Yamaha pilots are extroverts, indeed they are two of the quietest men in the paddock. Italian Cadalora's Latin temperament only boils over on the track, otherwise he's shy and broody. Ruggia, from the sun-kissed south of France, also belies the fiery Mediterranean stereotype when he's off his blue Gauloises YZR, instead he passes the time quietly with his close-knit family who accompany him on the GP trail.

500's

Britain's hopes of reliving her long-forgotten 500 glories with Barry Sheene have taken a painful battering in 1989.

After having five factory pilots in '87, three in '88, we started the season with just two men on competitive machines. But quality and not quantity counts in GP racing and with Niall Mackenzie in the title winning Marlboro Yamaha squad and Ron Haslam on the much-improved Pepsi Suzuki, the prospects looked good.

Then four GPs into the season we had Rob McElnea back in the GP fold. After getting the boot from Suzuki last year – he returned as substitute for Bubba Shobert in the Cabin Honda team.

Mackenzie's switch to Yamaha looked like his first real chance to unleash his latent talent which had made Honda snap him up in '86. But the Scot found his style needed time to adapt to the YZR. And just as he'd got the hang of it, taking third in Spain, Mackenzie fell in Germany, breaking a kneecap, a finger and a wrist.

He missed one GP then rode the next three, sitting contorted on the YZR. Donington will be his first GP in fully-fit mode and a rostrum result is vital with 1990 contracts already under discussion.

Continued on page 29



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SHORT STORIES – 500cc

Continued from page 25

Adaptation to a new machine has been Haslam's problem too. After three years with the eccentric French Elf, Haslam found it hard returning to orthodoxy. His troubles were not eased by the lively RGV500, a bike designed around Kevin Schwantz, whose style differs enormously from Haslam's. Hard work put him on the right track but he too crashed just as he was turning the corner to success. Haslam broke both thumbs and comes to Donington praying he's fit to attack his favourite track.

McElnea was overjoyed to get the call back to GPs after starting the year in the 'Division Two' World Superbike series. But the job he signed-up for would have frightened some. The Cabin team run '88 Honda NSRs – the very machines which Wayne Gardner cursed throughout last season.

The bikes are undoubtedly worse handling, slower and more scary than all the other factory bikes but Rob Mac has gritted his teeth, hung on for grim death and scored consistently. Over the last few GPs he's been getting the bike working better – and at Donington he'll be out to embarrass a few more late model V4 riders.



Simon Buckmaster – finished 2nd in strike-hit Italian GP.

Sidecars

Britain's double world champion Steve Webster is suspicious of progress. And his conservative attitude on technological development has played a vital role in his two world titles.

Webster knows better than most that you have to finish to win and his victories rely on tried and tested parts, and pure talent.

That's why Webbo and passenger Tony Hewitt come to Donington leading the title chase by nine points from arch-rivals Egbert Streuer/Geral de Hass and Rolf Biland/Kurt Waltisperg.

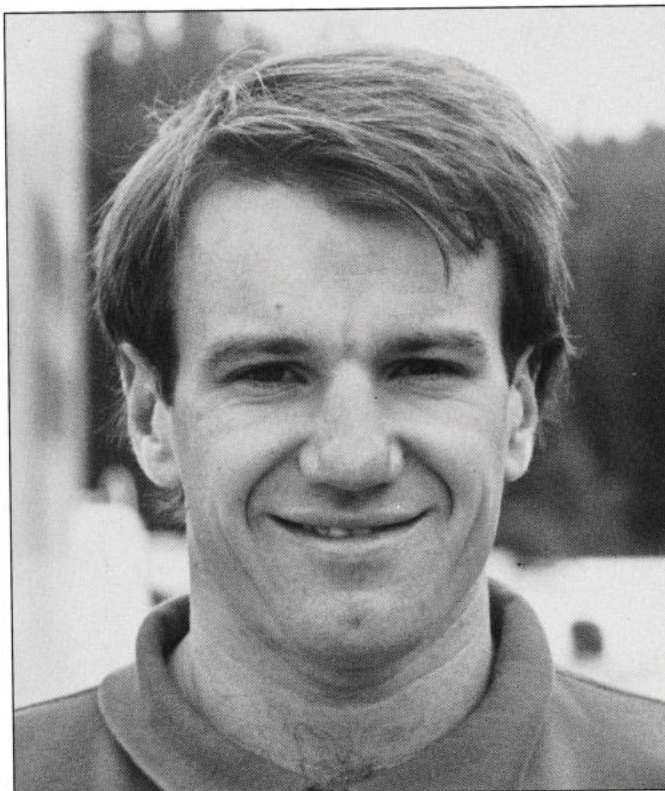
Streuer and Biland are the innovators of the sidecar class – they can never resist the temptation to try something new which might, just might, give them an edge. This fatal attraction to experiment is all too often their downfall.

Webster's resistance to radical change has earned him the nickname of 'Mr Standard' from the Biland camp. But that only makes Webster smile wryly as he watches avant-garde Biland and Streuer struggle with their latest inventions.

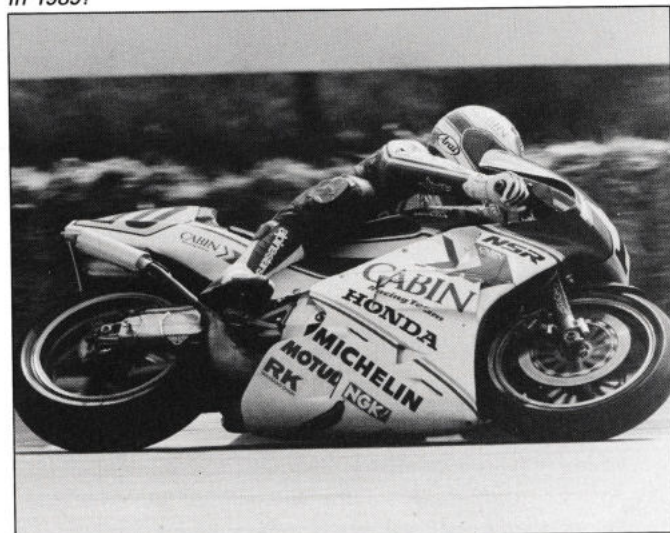
At the first round of '89 Webster even ran his '88 Krauser motor, knowing that it would be utterly dependable. He only bolted the '89 version into his LCR chassis for the second GP, after the opposition had exposed its weaknesses and discovered effective cures.

Biland meanwhile ran a new chassis, new motor, much-changed fairing and unique 14 inch wheels (one inch larger than normal) and it was mid-season before he'd got the machine set-up right.

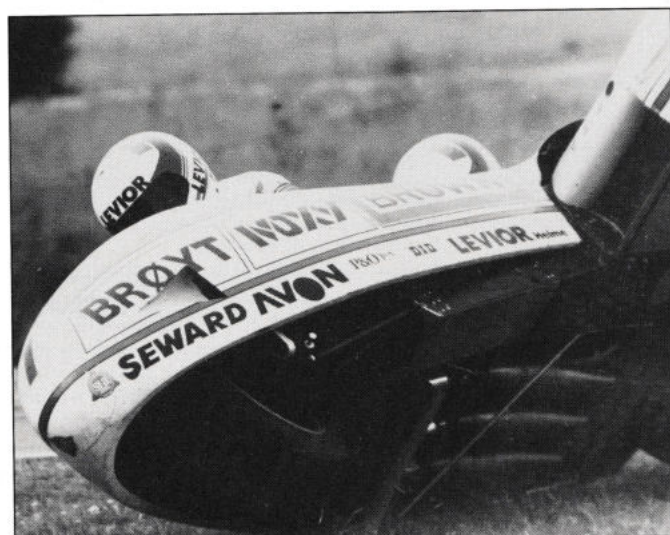
Bearded Dutchman Streuer is at least learning from his mistakes. He has two LCR outfits – a revolutionary departure for the sidecar class where one machine has always been enough. Streuer's double act means he can now make radical experiments and still have a known quantity in his other chair. Now the ex-champ is developing the first electronic fuel injection system but the work wastes valuable qualifying time at each GP when he should be concentrating on general outfit set-up.



Niall Mackenzie – 5th in 1987 British GP, 4th in 1988: a rostrum place in 1989?



Rob McElnea – recalled to GP's to replace the injured Bubba Shober.



Webster's Dutch TT practice excursion.



Shell

British Motorcycle Grand Prix

NEWS HEADLINES — 500cc

**Rainey, Lawson, Schwantz rule the game
and set the rules!**

**— injury-hit season — but still, 500cc GP racing
provides the finest spectacle in world motor sport.**

Round 1 – Japan

Pole Position: Taira
Race Winner: Schwantz
Fastest Lap: Schwantz

Kevin Schwantz wins race-long brawl with arch-rival Wayne Rainey, Schwantz's second consecutive win at Suzuka. Schwantz took until lap 11 to barge ahead of Rainey, while Lawson nursed his right hand and back injuries to finish an impressive third. Gardner's wrong wheel choice saw Gardner in the dirt three times and almost into the Armco before claiming fourth – just from Kevin Magee. Niall Mackenzie's Marlboro Agostini debut results in a 6th after an early collision with Gardner.

Round 2 – Australia

Pole Position: Schwantz
Race Winner: Gardner
Fastest Lap: Chili

Phillip Island's new GP greets thrilling win for Gardner over a triple Yamaha attack from Rainey, Sarron and Magee. Schwantz crashed on the second lap, on the tail of Rainey who was reeled in by Gardner shortly before half-distance. Sarron and Magee join in lead battle while Spencer closes on leading quartet before crashing, leaving Lawson to claim fifth. Mackenzie crashed while Ron Haslam picked up a fine 7th for Suzuki.

Round 3 – USA

Pole Position: Rainey
Race Winner: Rainey
Fastest Lap: Gardner

Rainey beats Schwantz by 8 seconds despite running out of fuel on last lap, in drama-filled race. Australians Gardner and Magee fought over third until Gardner crashed after a big slide and broke his lower left leg in two places. Magee slowed, short of fuel, on the penultimate lap. Lawson and friend Bubba Shobert, came across Magee stopped in the middle of the track. In the ensuing crash, Shobert suffered serious head injuries and Magee broke an ankle. Mackenzie fights back to superb fifth after first lap engine seizure.

Round 4 – Spain

Pole Position: Rainey
Race Winner: Lawson
Fastest Lap: Schwantz

Lawson scores windfall victory when Schwantz throws away certain win by crashing when 5 seconds ahead with 6 laps to go. Schwantz barged past Chili on lap 3, deposed Rainey from the lead on lap 5, and seemed set to win, while Lawson got the better of Rainey whose rear suspension didn't suit the Jerez bumps. Mackenzie climbed the rostrum for the first time in Marlboro Yamaha colours after a spirited ride to third on his YZR.

Round 5 – Italy

Pole Position: Schwantz
Race Winner: Chili
Fastest Lap: Lawson

Rider power takes over as the top riders walked out of a chaotic 500 race claiming that rain made the track too slippery to race on. Chili was the only factory rider to break ranks and won the depleted race.

Round 6 – Germany

Pole Position: Schwantz
Race Winner: Rainey
Fastest Lap: Schwantz

Rainey outbrakes Lawson four corners from home to win. Lawson did most of the leading in a three-way tussle which featured Schwantz until the Suzuki's engine broke three laps from home. Sarron runs short of fuel on final lap, leaving third place to Mick Doohan. Mackenzie crashes when making up from a poor start, and breaks knee, wrist and finger.

Round 7 – Austria

Pole Position: Schwantz
Race Winner: Schwantz
Fastest Lap: Schwantz

In his first finish in 4 GPs, Schwantz dominated the fast sweeping Salzburgring to comfortably resist everything that Lawson could throw at the Texan. Rainey suffered front tyre problems in a distant third. Haslam rode a brilliant race up to fourth when Sarron chopped him back to 7th on the penultimate lap behind Magee and Chili.

Round 8 – Yugoslavia

Pole Position: Schwantz
Race Winner: Schwantz
Fastest Lap: Rainey

Schwantz was trailing Lawson and Rainey until one third distance but by the finish the Suzuki star had taken his third win of the year. Early leader Rainey was hauled in by Lawson whose stint in front was short-lived before he survived a scary dirt-tracking excursion which delayed Rainey and put Schwantz up front. Magee beat Sarron for fourth while injured Mackenzie rides into brave 12th.

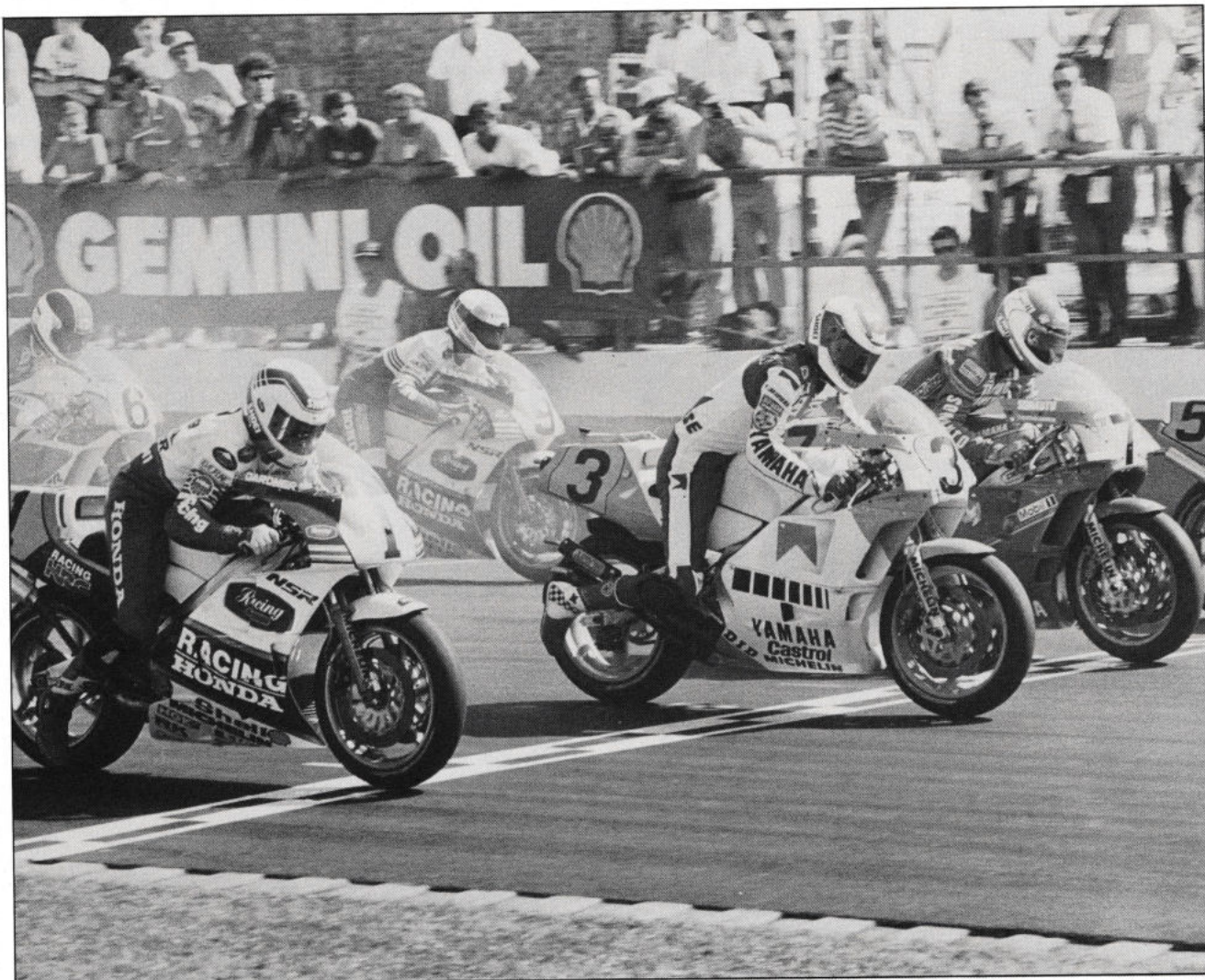
Round 9 – Holland

Pole Position: Schwantz
Race Winner: Rainey
Fastest Lap: Schwantz

Schwantz has race sewn up when his RGV breaks conrod just 1½ laps from from home, handing victory to Rainey. Schwantz wrestled the lead from Rainey on the fourth lap and two battled from then on until Schwantz broke the challenge with a blinding lap three laps to go. Lawson inherited second place, having fought off Sarron's determined challenge. Gardner's first ride since the USA GP netted him a fine sixth, ahead of Haslam.

500cc MANUFACTURERS CHAMPIONSHIP

Position	Manufacturer	Round 1 Japan	Round 2 Australia	Round 3 USA	Round 4 Spain	Round 5 Italy	Round 6 Germany	Round 7 Austria	Round 8 Yugoslavia	Round 9 Holland	Round 10 Belgium	Round 11 France	Total
1	HONDA	15	20	15	20	20	17	17	15	17	10	20	186
2	YAMAHA	17	17	20	17	—	20	15	17	20	7.5	15	165.5
3	SUZUKI	20	9	17	9	7	5	20	20	9	8.5	17	141.5
4	FIOR	—	3	4	4	13	—	2	—	2	2	—	30
5	CAGIVA	—	—	—	5	—	4	—	9	5	—	5	28



Off! The 1988 Shell Oils British GP

Round 10 – Belgium

Pole Position: Schwantz

Race Winner: Lawson after 2 parts (Rainey after 3 parts!)

Fastest Lap: Schwantz

In a rain-hit event, Rainey was initially declared aggregate winner from Lawson and Kocinski – the latter showing an awesome display of raw talent in his 500 debut. But the FIM Jury later overturned that result, to give Lawson victory over Schwantz and Rainey. Schwantz's reprieve was somewhat ironical as having been right with Lawson and Rainey in the first two legs, he blitzed the wet part only to fall with half a lap remaining. Haslam crashes in practice, breaking both thumbs and tearing a ligament on one.

Round 11 – France

Pole Position: Lawson

Race Winner: Lawson

Fastest Lap: Schwantz

Another scintillating hard-fought battle with Lawson riding race of his life to beat determined challenge from Schwantz. These two pull clear of Rainey who runs into brake problems on the second half of the race. Sarron (smarting from a hefty practice fall) beats Magee for fourth. Mackenzie gets better of Doohan in 7th place tussle while luckless Gardner crashes and bruises arm. Haslam misses race through Belgium injuries.

ONLY 8½ POINTS BETWEEN RAINEY AND LAWSON – CLOSEST MARGIN IN POINTS DIFFERENCE SINCE AUSTRALIA

The International Disciplinary Committee of the F.I.M. decided that the appeals against the decision taken by the International Jury at the Belgium G.P. were admissible, but not founded. Therefore the results homologated by the International Jury at Spa remain: **half points after two parts.** F.I.M., July 27, 1989

1987 DONINGTON GP

Pole Position:

Wayne Gardner (Honda)

1m 38.29s, 91.56mph (147.34kph)

Race Result (30 laps):

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

Fastest Lap:

Tadahiko Taira (Yamaha)

1m 39.37s, 90.57mph (145.73kmh)

1988 DONINGTON GP

Pole Position:

Wayne Gardner (Honda)

1m 35.09s, 94.64mph (152.30kph)

Race Result (30 laps):

- | | |
|-----------------------------|----------------------------------|
| 1 Wayne Rainey (Yamaha) | 48m 33.67s, 92.66mph (149.13kmh) |
| 2 Wayne Gardner (Honda) | 48m 40.64s, 92.44mph (148.77kmh) |
| 3 Christian Sarron (Yamaha) | 48m 42.45s, 92.38mph (148.68kmh) |

Fastest Lap:

Christian Sarron (Yamaha)

1m 36.21s, 93.54mph (150.54kmh)



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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	Races											Donington Score	New Total/Pos
Position	Race No	Race	Country			Rd 1	Rd 2	Rd 3	Rd 4	Rd 5	Rd 6	Rd 7	Rd 8	Rd 9	Rd 10	Rd 11		
				Japan	Australia	USA	Spain	Italy	Germany	Austria	Yugoslavia	Holland	Belgium	France				
1	3	WAYNE RAINEY (USA)	Yamaha YZR	17	17	20	17	—	20	15	17	20	7.5	15	165.5			
2	1	EDDIE LAWSON (USA)	Honda NSR	15	11	15	20	—	17	17	15	17	10	20	157			
3	4	CHRISTIAN SARRON (France)	Yamaha YZR	9	15	10	13	—	11	13	11	15	6.5	13	116.5			
4	34	KEVIN SCHWANTZ (USA)	Suzuki RG	20	—	17	—	—	—	20	20	—	8.5	17	102.5			
5	5	KEVIN MAGEE (Australia)	Yamaha YZR	11	13	13	—	—	9	11	13	13	4.5	11	98.5			
6	9	PIER-FRANCESCO CHILI (Italy)	Honda NSR	—	—	9	10	20	13	10	7	11	5	10	95			
7	27	MICHAEL DOOHAN (Australia)	Honda NSR	—	8	8	—	—	15	8	10	7	4	8	68			
8	6	NIALL MACKENZIE (GB)	Yamaha YZR	10	—	11	15	—	—	—	4	8	3	9	60			
9	8	RON HASLAM (GB)	Suzuki RG	4	9	—	9	—	—	9	8	9	—	—	48			
10	2	WAYNE GARDNER (Australia)	Honda NSR	13	20	—	—	—	—	—	—	10	—	—	43			
11	7	DOMINIQUE SARRON (France)	Honda NSR	—	6	6	7	—	8	6	6	—	—	—	39			
12	36	SIMON BUCKMASTER (GB)	Honda RS	—	4	3	3	17	2	3	2	—	0.5	2	36.5			
13	19	FREDDIE SPENCER (USA)	Yamaha YZR	2	—	—	11	—	7	7	—	3	3.5	—	33.5			
14	10	ROB McELNEA (GB)	Honda NSR	—	—	—	—	—	6	5	5	6	2.5	7	31.5			
15	32	MARCO GENTILE (Italy)	Fior 89	—	3	4	4	13	—	2	—	2	2	—	30			
15	15	ALESSANDRO VALES (Italy)	Yamaha YZR	—	5	5	6	—	3	4	—	4	—	3	30			
17	12	TADAHITO TAIRA (Japan)	Yamaha YZR	8	10	—	8	—	—	—	—	5	—	5	23			
18	21	RANDY MAMOLA (USA)	Cagiva C589	—	—	—	—	—	4	—	9	5	—	—	18			
19	20	MICHAEL RUDOLPH (Germany)	Honda RS	—	1	1	—	15	—	—	1	—	—	—	17			
20	21	NORIKO FUJIMURA (Japan)	Yamaha YZR	7	—	—	—	—	10	—	—	—	—	—	12			
21	35	BUBBA SHOBERT (USA)	Honda NSR	5	—	7	—	—	—	—	—	—	—	—	11			
22	40	JOSEF DOPPLER (Austria)	Honda RS	—	—	—	—	11	—	—	—	—	—	—	10			
23	40	ALOIS MEYER (Germany)	Honda RS	—	—	—	—	10	—	—	—	—	—	—	9			
24	29	ROMOLO BALBI (Italy)	Honda RS	—	—	—	5	—	—	—	3	—	—	—	8			
25	38	MASSIMO BROCCOLI (Italy)	Cagiva C589	—	2	—	—	6	—	—	—	—	—	—	8			
25	33	NIGGI SCHMASSMAN (Switzerland)	Honda RS	—	—	—	—	8	—	—	—	—	—	—	7			
28	37	MICHAEL DOWSON (Australia)	Yamaha YZR	—	7	—	—	—	—	—	—	—	—	—	7			
28	37	ANDREAS LEUTHE (Luxembourg)	Suzuki RG	—	—	—	—	7	—	—	—	—	—	—	6			
30	30	SHINICHI ITOH (Japan)	Honda NSR	6	—	—	—	—	—	—	—	—	—	6	6			
30	30	ADRIAN MORILLAS (France)	Honda NSR	—	—	—	—	—	—	—	—	—	5.5	—	5.5			
32	32	JOHN KOCINSKI (USA)	Yamaha YZR	—	—	—	—	—	5	—	—	—	—	—	5			
33	33	ERNST GSCHWENDER (Germany)	Suzuki RG	—	—	2	—	—	1	1	—	—	—	—	4			
34	24	BRUNO KNEUBUEHLER (Switzerland)	Honda RS	—	—	—	—	—	—	—	—	—	—	4	4			
34	34	THIERRY CRINE (France)	Suzuki RG	—	—	—	—	—	—	—	—	—	—	—	3			
36	36	SHUNJI YATSUSHIRO (Japan)	Honda NSR	3	—	—	—	—	—	—	—	1	1.5	—	2.5			
37	56	KEES DOORAKKERS (Holland)	Honda RS	—	—	—	1	—	—	—	—	—	1	—	2			
38	28	EDDIE LAYCOCK (Ire)	Honda RS	—	—	—	2	—	—	—	—	—	—	—	2			
38	30	JUAN LOPEZ MELLA (Spain)	Honda RS	—	—	—	—	—	—	—	—	—	—	—	1			
40	40	KUNIO MACHII (Japan)	Yamaha YZR	1	—	—	—	—	—	—	—	—	—	1	1			
40	54	FABIO BILIOTTI (Italy)	Honda	—	—	—	—	—	—	—	—	—	—	—	1			

500cc



Shell BRITISH MOTORCYCLE GRAND PRIX
DONINGTON PARK — SUNDAY 6 AUGUST 1989

500CC: Solo motorcycle over 350

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

LAP RECORD:

CHRISTIAN SARRON
(Yamaha) 1m 36.21s,
93.54mph (150.54kmh)
(7 August 1988)

RACE RECORD:

WAYNE RAINEY (Yamaha)
92.66mph (149.13kmh)

**Donington will
award £25,000 to a
British rider
winning the Shell
500cc British
Grand Prix**

[illegible]

RACE

3



Shell 500cc British Grand Prix

30 Laps — 75 miles — 120.69kms — Start 14.45

F.I.M. WORLD CHAMPIONSHIP — ROUND 12

The fastest 36 riders from practice qualify to start

500cc

NO.	RIDER	COUNTRY	MACHINE	ENTRANT
1	Eddie LAWSON	U.S.A.	Honda NSR	Team Rothmans/Kanemoto/Honda
2	Wayne GARDNER	Australia	Honda NSR	Rothmans Honda/HRC
3	Wayne RAINEY	U.S.A.	Yamaha YZR	Team Lucky Strike Roberts
4	Christian SARRON	France	Yamaha YZR	Team Gauloises Blondes Mobil
5	Kevin MAGEE	Australia	Yamaha YZR	Team Lucky Strike Roberts
6	Niall MACKENZIE	GB	Yamaha YZR	Marlboro Yamaha Team Agostini
7	Dominique SARRON	France	Honda NSR	Team Elf/Honda/ROC
8	Ron HASLAM	GB	Suzuki RGV	Team Pepsi Suzuki
9	Pierfrancesco CHILI	Italy	Honda NSR	HB Honda Gallina Team
10	Rob McELNEA	GB	Honda NSR	Team Cabin Racing
12	Randy MAMOLA	U.S.A.	Cagiva C589	Team Cagiva Corse
15	Alessandro VALES	Italy	Yamaha YZR	Team Ibern
16	Marco PAPA	Italy	Paton	Team Greco
19	Freddie SPENCER	U.S.A.	Yamaha YZR	Marlboro Yamaha Team Agostini
24	Bruno KNEUBUHLER	Switzerland	Honda RS	Romer Racing Switzerland
27	Michael DOOHAN	Australia	Honda NSR	Rothmans Honda/HRC
28	Eddie LAYCOCK	Eire	Honda RS	
29	Massimo BROCCOLI	Italy	Cagiva C589	Team Cagiva Corse
30	Juan Lopez MELLA	Spain	Honda RS	Club Moto Cross Pozuelo
32	Marco GENTILE	Switzerland	Fior C89	Marlboro Fior Team
33	Fernando GONZALES	Spain	Honda RS	
34	Kevin SCHWANTZ	U.S.A.	Suzuki RGV	Team Pepsi Suzuki
35	Josef DOPPLER	Austria	Honda RS	
36	Simon BUCKMASTER	GB	Honda RS	Racing Team Katayama
37	Andreas LEUTHE	Luxembourg	Librenti Suzuki RGB	Racing Team Librenti Corse
38	Niggi SCHMASSMANN	Switzerland	Honda RS	
43	Larry Moreno VACONDIO	Venezuela	Suzuki RGB	
44	Ian PRATT	GB	Honda RS	Racing Team Katayama
45	Darren DIXON	GB	Honda RS	Francis Neill Racing
46	Rachel NICOTTE	France	Chevallier Honda	
47	Claude ALBERT	France	Suzuki RGB	
48	Andy McGLADDERY	GB	Honda RS	Francis Neill Racing
49	Mark PHILLIPS	GB	Suzuki RGV	
51	Robert HOLDEN	New Zealand	Honda RS	Southern Cross Racing
52	Alan CARTER	GB	Honda RS	
53	Luca CADALORA	Italy	Yamaha YZR	Team Marlboro Yamaha Agostini
54	Fabio BILIOTTI	Italy	Honda RS	Racing Team Katayama
55	Stephane MERTENS	Belgium	Honda RS	
56	Kees DOORAKKERS	Holland	Honda RS	
84	Fred MERKEL	U.S.A.	Honda NSR	HB Honda Gallina Team

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

FORM GUIDE

(Note – Italian GP boycotted by top riders, next best G.P. result given when applicable)

No.	Rider (Position in World Championship)	Age	Hometown/Country	Best '89 GP result	Donington GP Result 1987	Result 1988	First GP	Total GP wins	FIM Championship titles
1	EDDIE LAWSON (2nd)	31	Tustin, Upland, California	1st – Spain, Belgium & France	1st	6th	'81/Germany (250cc)	29	500cc World Champion '84, '86, '88
2	WAYNE GARDNER (10th)	29	Wollongong, Australia & Monaco	1st – Australia	2nd	2nd	'83/Holland (500cc)	15	500cc World Champion '87
3	WAYNE RAINEY (1st)	28	Downey, California	1st – USA, Germany & Holland	–	1st	'84/S. Africa (250cc)	4	
4	CHRISTIAN SARRON (3rd)	34	Riom, France	3rd – Australia & Holland	4th	3rd	'76/Czech (250cc)	7	250cc World Champion '84
5	KEVIN MAGEE (5th)	27	Horsham, Australia	4th – Australia, USA, Yugo & Holland	–	5th	'87/Japan (500cc)	1	
6	NIAL MACKENZIE (8th)	28	Dunblane, Scotland	3rd – Spain	5th	4th	'84/British (250cc)		
7	DOMINQUE SARRON (11th)	29	Riom, France	8th – Germany	(9th – 250 GP)	(2nd – 250 GP)	'85/Italy (250cc)	4	
8	RON HASLAM (9th)	33	Smalley, Derbyshire	7th – Australia, Spain Austria & Holland	7th	14th	'77/British (500cc)		World TT F1 Champion '79
9	PIERFRANCESCO CHILI (6th)	25	Castenaso, Bologna, Italy	1st – Italy & 4th – Germany	12th	8th	'85/San Marino (125cc)	1	125cc European Champion '85
10	ROB McELNEA (14th)	29	Scunthorpe, Humberside	9th – France	Retired	Retired	'83/British (500cc)		
12	RANDY MAMOLA (18th)	29	Redwood City, California	7th – Yugoslavia	3rd	11th	'79/Venezuelan (250cc)	13	
15	ALESSANDRO VALES (15th)	24	Pavia, Italy	10th – Spain	19th	Retired	'84/Italy (500cc)		
16	MARCO PAPA	31	Perugia, Italy	17th – Yugoslavia	–	–	'80/Italy (250cc)		
19	FREDDIE SPENCER (13th)	27	Shreveport, Louisiana, USA	5th – Spain	Retired	–	'80/Belgium (500cc)	27	500cc World Champion '83 & '85; 250cc World Champion '85
21	MICHAEL RUDROFF (19th)	28	Übersee, Germany	3rd – Italy & 15th – Australia, USA & Yugoslavia	–	–	'87/Austria (500cc)		
24	BRUNO KNEUBUHLER (34th)	43	Aadorf, Switzerland	14th – USA	17th	Retired	'72/Germany (350cc)	5	
27	MICHAEL DOOHAN (7th)	24	Queensland, Australia	3rd – Germany	–	–	'89/Japan (500cc)		
28	EDDIE LAYCOCK (38th)	28	Dublin	14th – Belgium	–	17th	'88/Spain (500cc)		
29	MASSIMO BROCCOLI (25th)	29	San Biago di Argenta, Italy	11th – Spain	–	–	'82/Italy (250cc)		
30	JUAN LOPEZ MELLA (38th)	24	Lugo, Spain	14th – Spain	–	–	'87/Spain (250cc)		
32	MARCO GENTILE (15th)	29	Vernier, Geneva, Switzerland	4th – Italy & 12th – USA, Spain, Belgium	14th	20th	'84/Spain (500cc)		500cc European Champion '85
33	FERNANDO GONZALES (25th)	40	Madrid	8th – Italy & 16th – USA	–	–	'78/Venezuela (250cc)		
34	KEVIN SCHWANTZ (4th)	25	Houston, Texas	1st – Japan, Austria, Yugoslavia	–	Retired	'86/Holland (500cc)	5	
35	JOSEF DOPPLER (22nd)	30	Pollham, Austria	5th – Italy & 16th – Austria & Belgium	–	–	'84/Yugo (500cc)		
36	SIMON BUCKMASTER (12th)	28	Coalville	2nd – Italy & 12th – Australia	Retired	23rd	'84/British (500cc)		
37	ANDREAS LEUTHE (28th)	25	Bertrange, Luxembourg (born – Singen, Germany)	9th – Italy	–	Retired	'85/Italy (500cc)		
38	NIGGI SCHMASSMAN (25th)	29	Birsfelden, Switzerland	10th – Italy & 14th – Australia	–	25th	'88/Spain (500cc)		
40	ALOIS MEYER (23rd)	28	Adelschlag, Germany	6th – Italy & 25th – Holland	–	–	'89 Italy (500cc)		
43	'Larry' MORENO VACONDIO	25	Lugo, Italy (from Venezuela)	Retired – Italy	–	–	'87/Czech (500cc)		
44	IAN PRATT	32	Hinckley, Leics	21st – Spain	–	–	'87/France (500cc)		
45	DARREN DIXON	26	Folkestone	–	–	Retired	'88/British (500cc)		
46	RACHEL NICOTTE	32	Les Clayes Sous Bois, France	17th – Germany	–	Retired	'87/France (500cc)		
47	CLAUDE ALBERT	29	Castres, France	17th – Spain	–	–	'88/Spain (500cc)		
48	ANDY McGLADDERY	34	Darlington	–	Retired	–	'87/GB (500cc)		
49	MARK PHILLIPS	24	Chelmsford	22nd – Belgium	–	–	'89/Belgium (500cc)		
51	ROBERT HOLDEN	30	Wellington, New Zealand & Newington, Kent	–	–	–	–		
52	ALAN CARTER	24	Rastrick, Yorks	–	–	–	'83 South Africa (250cc)	1	
53	LUCA CADALORDA	26	Modena, Italy	(making 500cc debut)	–	–	'84/Italy (125cc)	7	125cc World Champion '86
54	FABIO BILIOTTI (40th)	32	Arezzo, Italy	15th – France	15th	15th	'80/Italy (500cc)		500cc European Champion '82
55	STEPHANE MERTENS	30	Brussels, Belgium	Retired – Holland	–	–	'83/Belgium (250cc)		
56	KEES DOORAKKERS (37th)	26	Aalstraat, Holland	13th – Belgium	–	–	'84/Holland (250cc)		
84	FRED MERKEL	26	Fountain Valley, California (living in Italy)	Retired – France	–	–	'89/Italy (500cc)		World Superbike Champion '88
	STEVE WILLIAMS	29	Llantwit Major, Wales	19th – Spain	Retired	Retired	'82/Britain (350cc)		
	HELMUT SCHUTZ	33	Petersberg, Germany	–	–	–	'86/Germany (500cc)		
	HANS KLINGEBIEL	42	Hilchenbach, Germany	20th – Belgium	–	–	'88 Germany (500cc)		



Shell 500cc British Grand Prix





Shell 500cc THE FACES BEHIND



Eddie Lawson (No 1)



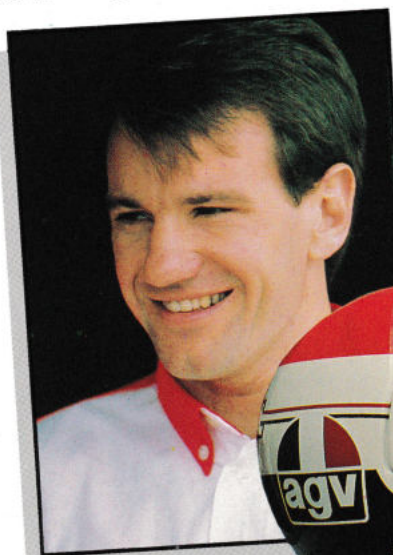
Kevin Magee (No 5)



Wayne Gardner
(No 2)



Wayne Rainey
(No 3)



Niall Mackenzie
(No 6)

Christian Sarron
(No 4)



Dominique
Sarron (No 7)



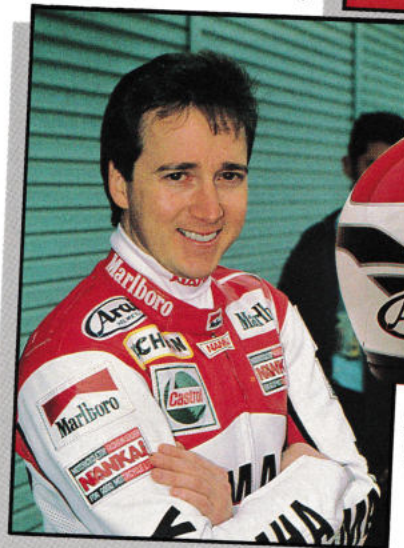
British Grand Prix AND THE HELMETS



Ron Haslam (No 8)



Randy Mamola (No 12)



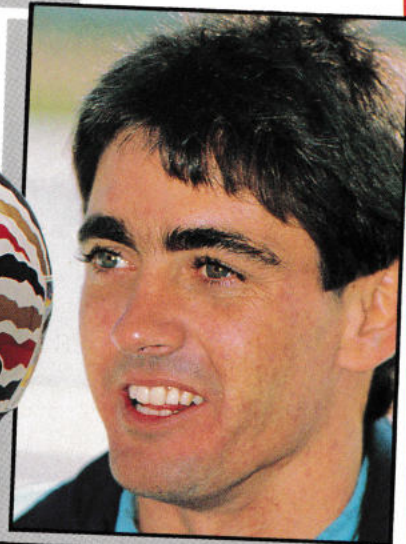
Freddie Spencer (No 19)



Pierfrancesco Chili (No 9)



Michael Doohan (No 27)



Rob McElnea (No 10)



Kevin Schwantz (No 34)

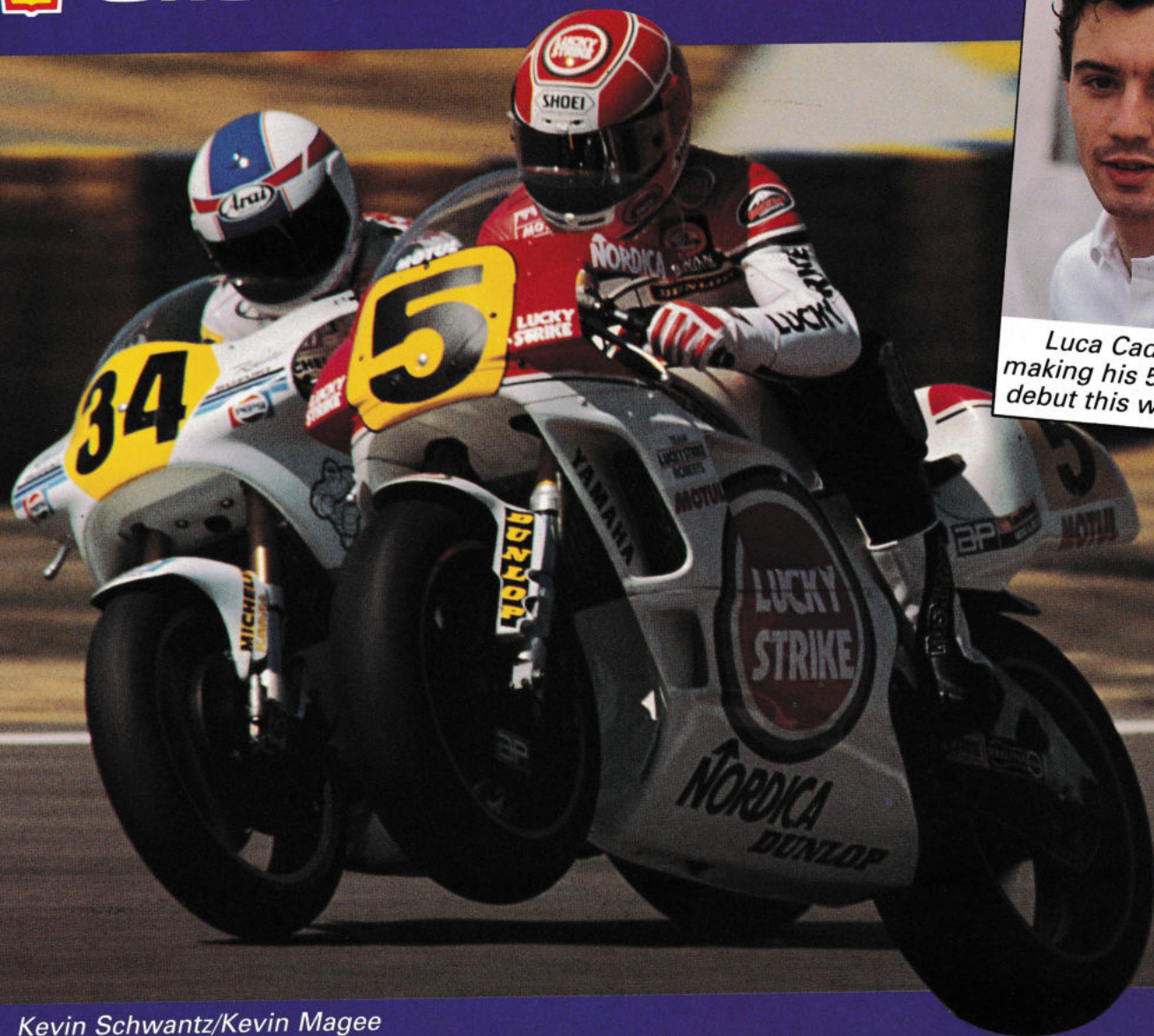








Shell 500cc British Grand Prix



Luca Cadalora
making his 500cc GP
debut this weekend

Kevin Schwantz/Kevin Magee



Eddie Lawson/Christian Sarron

**YOU WILL
PERFORM
BETTER
FIRING
ON ALL
CYLINDERS**

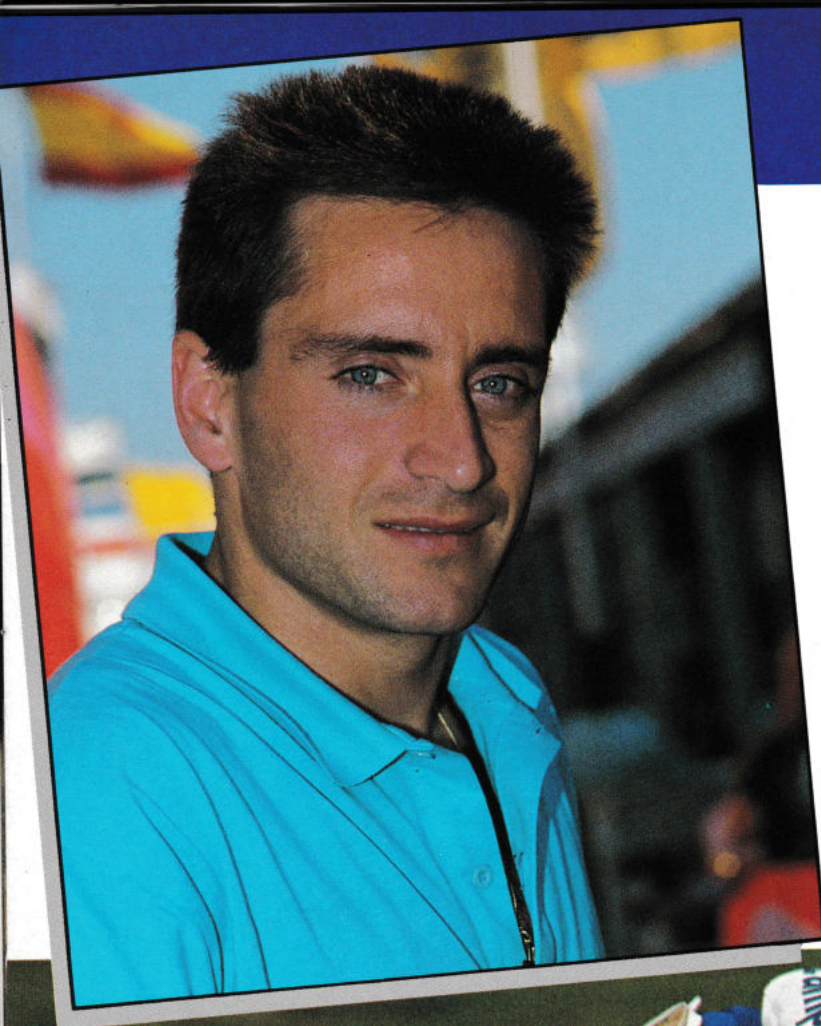


White Label is a low alcohol bitter with the full flavour and taste of a great beer. Brewed by Whitbread, it is available on draught to try at the Craner Curves trade site area throughout the weekend.



Shell

250cc British Grand Prix



Sito Pons



NEWS HEADLINES — 250cc

Brilliant Pons set to win second 250cc world title this weekend – but can he score his first Donington GP win?

Round 1 – Japan

Pole Position: Kocinski
Race Winner: Kocinski
Fastest Lap: Kocinski

Kenny Roberts' 21 year old pupil John Kocinski wins first GP on Yamaha's new single crank YZR250. Sito Pons tried to match Kocinski's efforts, in second, from Marlboro Agostini's Luca Cadalora who was delayed by Japan's Toshihiko Honma, in fourth.

Round 2 – Australia

Pole Position: Ruggia
Race Winner: Pons
Fastest Lap: Cadalora

World Champion Sito Pons (Honda) outwitted elbow-scraping French sensation Jean-Philippe Ruggia (Yamaha) to win by 0.13 seconds. Cadalora made superb comeback to third after dropping his Yamaha on the second lap. '88 star Juan Garriga (Yamaha) finishes fourth.

Round 3 – USA

Pole Position: Kocinski
Race Winner: Kocinski
Fastest Lap: Kocinski

USA 1-2 for Kocinski (Yamaha) and Jimmy Filice (Honda), with Kocinski dominating the proceedings. Filice's second place looked like going to Garriga but the Spaniard crashed, hurting his left wrist and working through a finger tendon. Cadalora finished third, with Pons a distant fourth.

Round 4 – Spain

Pole Position: Cadalora
Race Winner: Cadalora
Fastest Lap: Garriga

Cadalora beats Pons in race-long battle, Pons complaining of rear suspension and tyre problems. Ruggia long way back in third while Garriga recovers from stalled start to finish fourth.

Round 5 – Italy

Pole Position: Cadalora
Race Winner: Pons
Fastest Lap: Garriga

Sito Pons overcame five man challenge to win by a machine's length from Ruggia, with Italy's Cadalora crashing on the first lap. Garriga threatens for lead before falling foul of backmarker, leaving Hondas of Jacques Cornu, Carlos Cardus and Reinhold Roth to take next placings.

Round 6 – Germany

Pole Position: Bradl
Race Winner: Pons
Fastest Lap: Pons

Fatal accident to Ivan Palazzese overshadows dramatic slipstreaming race with the Yamahas totally outpowered by Hondas on the long straights. Six man battle with each taking turns to lead – Pons taking the race honours from Roth, Shimizu, Bradl, Cornu and Cardus. Ruggia was best of Yamaha's in 7th.

Round 7 – Austria

Pole Position: Pons
Race Winner: Pons
Fastest Lap: Pons

Pons pulls clears in final laps to score 4th GP win with Cornu beating Martin Wimmer to the line for second. Cadalora found some extra speed from his Yamaha until it seized, leaving Bradl to finish fourth and Didier de Radigues (factory Aprilia) had his best finish in 5th.

Round 8 – Yugoslavia

Pole Position: Pons
Race Winner: Pons
Fastest Lap: Cadalora

Reinhold Roth's GP win thwarted by back-markers, giving Pons 5th win. Cadalora, Bradl and Loris Reggiani crash out of leading bunch, leaving Cornu in third and the slow-starting Yamaha's of Ruggia and Garriga in 4th and 5th.

Round 9 – Holland

Pole Position: Pons
Race Winner: Roth
Fastest Lap: Pons

Thirty-six year old Roth makes sure this time he keeps Pons at bay to win by 0.39 seconds. Pons, in 2nd, has to fight hard to keep Cornu behind but Cadalora was leading with 2 laps left when the YZR broke a piston. Ruggia crashed out after first corner tangle with Cadalora, and Garriga completed Yamaha's despair with broken piston.

Round 10 – Belgium

Pole Position: de Radigues
Race Winner: Cornu
Fastest Lap: Pons

In tricky weather conditions, Jacques Cornu wins titanic four-way battle over Pons, Cardus and Roth. Ruggia crashed out when his YZR seized, leaving Cadalora best Yamaha finisher in 5th, ahead of Bradl who was delayed when Wimmer came down in front of him.

Round 11 – France

Pole Position: Ruggia
Race Winner: Cardus
Fastest Lap: Pons

A calm first-ever GP win for Carlos Cardus, as last lap effort by Cornu to snatch victory fails. Third placed Pons suffers handling problems. Japan's Honma is best Yamaha in 4th – same position as his only other GP appearance this year, in Japan – just from a fading Ruggia.

1987 DONINGTON GP

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

1988 DONINGTON GP

Pole Position:
Juan Garriga 1m 38.22s, 91.63mph (147.46kph)

Race Result (26 laps):
1 Luca Cadalora (Yamaha) 43m 16.38s, 90.12 mph (145.04 kph)
2 Dominique Sarron (Honda) 43m 19.84s, 90.00 mph (144.84 kph)
3 Juan Garriga (Yamaha) 43m 21.55s, 89.94 mph (144.75 kph)

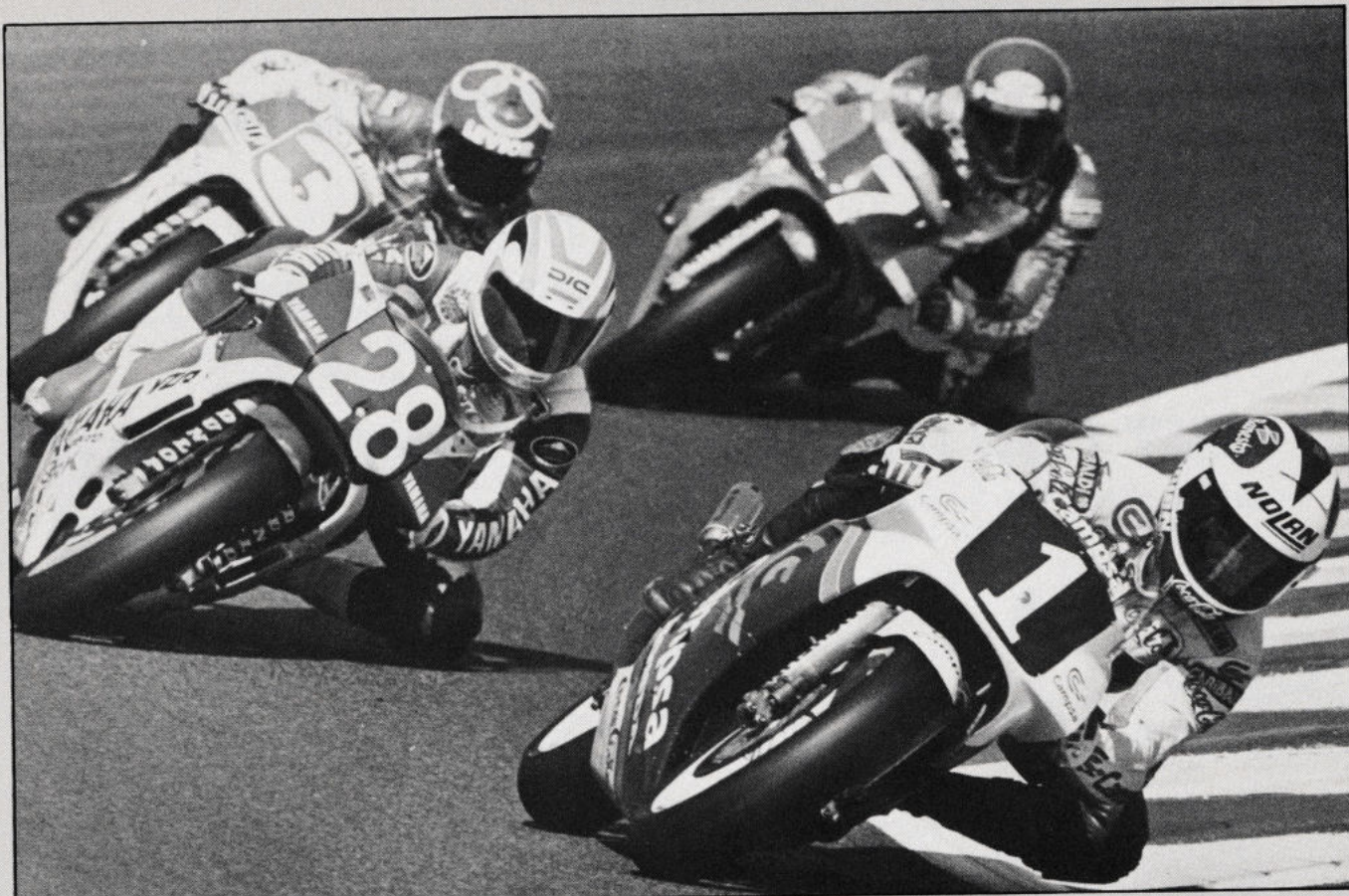
Fastest Lap:
Juan Garriga 1m 38.87s, 91.02mph, (146.48kph)

250cc MANUFACTURERS CHAMPIONSHIP

Position	Manufacturer	Round 1 Japan	Round 2 Australia	Round 3 USA	Round 4 Spain	Round 5 Italy	Round 6 Germany	Round 7 Austria	Round 8 Yugoslavia	Round 9 Holland	Round 10 Belgium	Round 11 France	Total
1	HONDA	17	20	17	17	20	20	20	20	20	20	211	
2	YAMAHA	20	17	20	20	17	9	8	13	9	11	13	157
3	APRILIA	2	7	5	8	10	4	15	6	11	8	7	83
4	SEEL	—	—	—	—	—	1	—	—	—	—	—	1

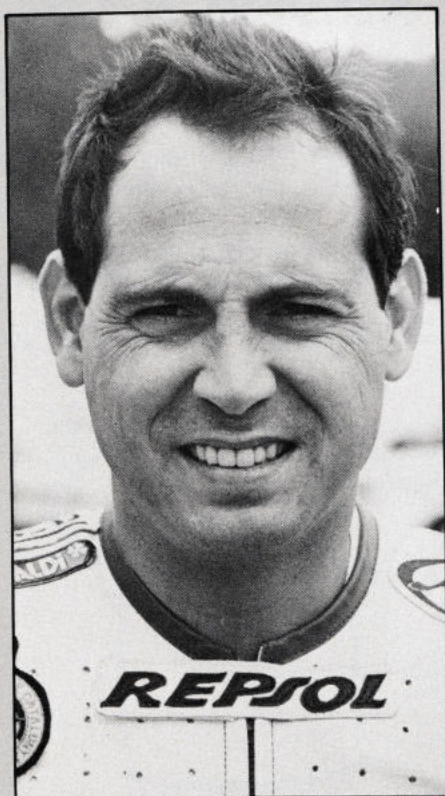
FORM GUIDE

No.	Rider (Position in World Championship)	Age	Hometown/Country	Best '89 GP result	Donington GP Result 1987	GP Result 1988	First GP	Total GP wins	FIM Championship titles
1	SITO PONS (1st)	28	Barcelona, Spain	1st - Australia, Italy, Germany, Austria, Yugoslavia	7th	4th	'81/France (250cc)	13	250cc World Champion '88
2	JUAN GARRIGA (7th)	26	Valldirera, Barcelona, Spain	4th - Australia, Spain	-	3rd	'84/Spain (250cc)	3	
3	JACQUES CORNU (2nd)	36	Enges, Switzerland	1st - Belgium	4th	7th	'78/France (250cc)	3	World Endurance Champion '82
4	DIDIER DE RADIGUES (12th)	31	Brussels, Belgium	5th - Austria	(6th - 600 GP)	(7th - 500 GP)	'79/Spain (350cc)	4	
5	REINHOLD ROTH (4th)	36	Amtzell, Germany	1st - Holland	5th	5th	'79/Austria (350cc)	2	250cc European Champion '82
6	LUCA CADALORA (6th)	26	Modena, Italy	1st - Spain	Retired	1st	'84/Italy (125cc)	7	125cc World Champion '86
7	JEAN-PHILIPPE RUGGIA (5th)	23	Hyerres, France (born Toulon)	2nd - Australia & Italy	14th	6th	'87/Japan (250cc)		
8	CARLOS CARDUS (3rd)	29	Sitges, Barcelona, Spain	1st - France	8th	12th	'83/S. Africa (250cc)	1	250cc European Champion '83
9	MASAHIRO SHIMIZU (8th)	24	Kanagawa, Japan	3rd - Germany	-	9th	'87/Japan (250cc)		
10	CARLOS LAVADO (31st)	33	Caracas, Venezuela	10th - Holland	Retired	8th	'78/Venezuela (250cc)	19	250cc World Champion '83 & '86
13	LORIS REGGIANI (13th)	29	Forlimpopoli, Italy	9th - USA, Germany, Austria	2nd	Retired	'80/Italy (250cc)	4	
14	MARTIN WIMMER (10th)	31	Munich, Germany	3rd - Austria	3rd	15th	'80/Germany (250cc)	3	
15	MANFRED HERWEH	35	Lampertheim, Germany	23rd - Belgium	10th	Retired	'80/Germany (250cc)	6	
16	AUGUST AUINGER (39th)	34	Strasswalchen, Austria	15th - Australia	-	17th	'78/Austria (125cc)	5	
17	HELMUT BRADL (9th)	27	Zahling, Germany	4th - Germany, Austria	-	-	'86/Yugo (250cc)		
20	HARALD ECKL (22nd)	33	Vohenstrauß, Germany	12th - Italy & Austria	18th	13th	'82/Argentina (250cc)		
21	FAUSTO RICCI (28th)	29	Alfonsine, Italy	8th - Belgium	-	-	'84/Italy (250cc)		250cc European Champion '88
22	RENZO COLLEONI (18th)	28	Brembate, Sopra, Italy	8th - Italy	-	-	'87/San Marino (250cc)		
23	ANDREAS PREINING (37th)	28	Linz, Austria	14th - Yugoslavia	-	21st	'86/Austria (250cc)		
24	ANDREW LEISNER	22	La Canada, California	23rd - Austria	-	-	'88/USA (250cc)		
25	ALEXANDRE BARROS (28th)	19	Sao Paulo, Brazil	10th - Australia	-	-	'86/Spain (80cc)		
26	LUIS LAVADO	27	Caracas, Venezuela	21st - Belgium	-	-	'87/Brazil (250cc)		
28	TOSHIHIKO HONMA (13th)	22	Nagoya, Japan	4th - Japan & France	-	-	'88/Japan (250cc)		
30	ALBERTO PUIG (20th)	22	Barcelona, Spain	7th - Holland	-	-	'87/Holland (250cc)		
32	WILCO ZEELBERG (13th)	22	Bleiswijk, Holland	8th - Holland	-	18th	'85/Holland (80cc)		
33	GARY COWAN (23rd)	24	Belfast, Ulster	9th - Spain	15th	Retired	'86/GB (250cc)		
35	STEFANO CARACCHI (34th)	29	Bologna, Italy (from: San Marino)	12th - Holland	11th	14th	'82/Italy (125cc)		125cc European Champion '82
36	JEAN FORAY	33	La Celle St. Cloud, France	16th - Yugoslavia	-	-	'83/France (250cc)		
38	JOCHEN SCHMID (13th)	25	Backnang, Germany	7th - Yugoslavia	22nd	19th	'86/Germany (250cc)		
39	KEVIN MITCHELL (35th)	27	Preston, Lancashire	12th - Yugoslavia	19th	Retired	'87/Japan (250cc)		
40	DANIEL AMATRIAIN (24th)	22	Barcelona, Spain	11th - Belgium	-	-	'87/Spain (500cc)		
41	JEAN-FRANCOIS BALDE	38	Port d'Hyerres, France	17th - Austria	Retired	23rd	'73/France (500cc)	5	
42	NIGEL BOSWORTH	24	Nuneaton, Warks	Retired	Retired	24th	'86/GB (250cc)		
43	ADRIEN MORILLAS (28th)	31	Clermont-Ferrand, France	8th - Yugoslavia	-	-	'89/Spain (250cc)		
45	ALAIN BRONEC (25th)	27	Chabreloche, France	10th - Belgium	17th	-	'87/Spain (250cc)		
46	HANS BECKER (39th)	32	Kirchen, Germany	15th - Germany	-	Retired	'82/Germany (250cc)		
47	IAN McCONNACHIE	24	Ashover, Derbyshire	-	-	-	'83/Italy (50cc)	1	
48	MAURIZIO VITALI (37th)	30	Bellaria, Italy	14th - Austria	13th	-	'79/Italy (125cc)	2	
49	BERNARD HAENGGELE	28	Fribourg, Switzerland	16th - Belgium	25th	-	'87/Spain (250cc)		
50	PATRICK van der GOORBERGH (32nd)	23	Breda, Holland	13th - Yugoslavia & Holland	23rd	Retired	'87/Holland (250cc)		
51	ENGELBERT NEUMAIR	28	Glaserbach, Austria	20th - Italy	-	-	'87/Germany (250cc)		
52	ALBERTO ROTA (32nd)	26	Bergamo, Italy	13th - Italy	-	-	'86/Italy (250cc)		500cc European Champion '88
53	WOOLSEY COULTER	25	Portadown, N. Ireland	-	-	-	-		
54	XAVIER CARDELUS	27	Andorra La Vella, Andorra	20th - Spain	-	-	'87/Spain (250cc)		250cc European Champion '87
55	BERNHARD SCHICK	26	Mosbach, Germany	16th - Austria	-	-	'88/Germany (250cc)		
56	URS JUCKER	30	Saland, Switzerland	Retired	-	20th	'87/Austria (250cc)		
57	DARREN MILNER	25	Victoria, Australia & Morpeth, Northumberland	29th - Australia	-	-	'89/Australia (250cc)		
58	RENE DELABY	32	Fentange, Luxembourg (born: Belgium)	22nd - Holland	Retired	-	'78/Belgium (250cc)		
59	PAOLO CASOLI	23	Castellnuovo, Italy	17th - Japan	-	Retired	'84/Italy (125cc)	1	

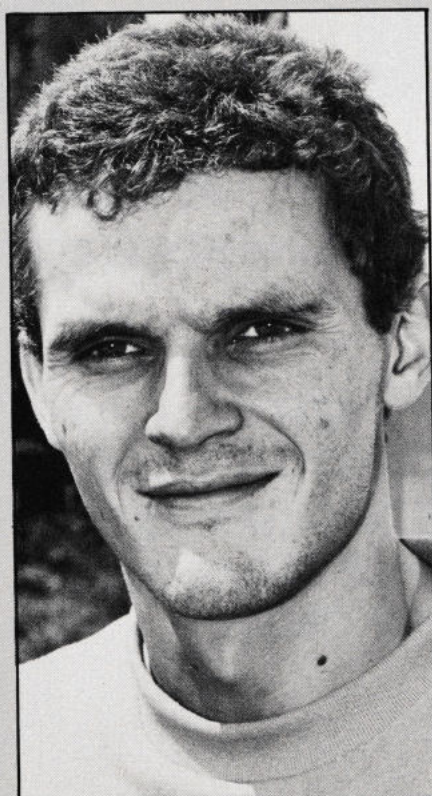


The recent French GP battle for the lead with Pons leading Honma, Cornu and Ruggia.

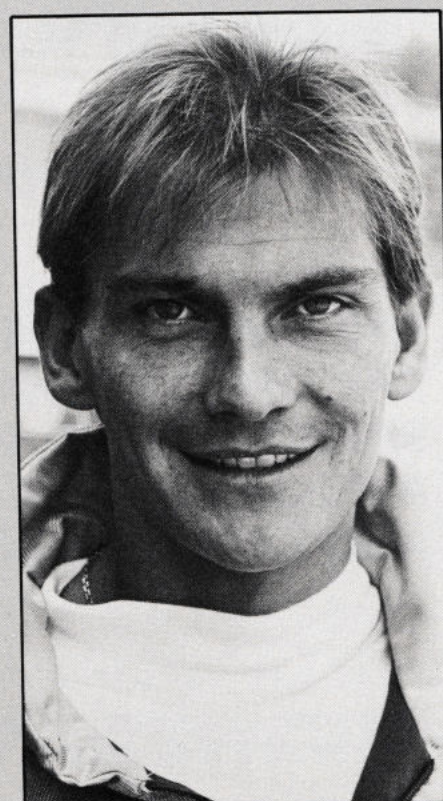
250cc



Carlos Cardus – winner of French GP.



Juan Garriga – 4th in Australia & Spain.



Didier de Radigues – 5th in Austria.



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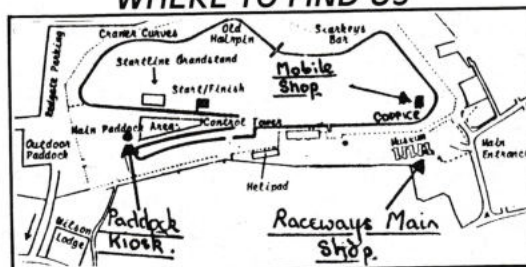
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(20 - 17 - 15 - 13 - 11 - 10 - 9 - 8 - 7 - 6 - 5 - 4 - 3 - 2 - 1 to the first 15 finishers)

Position	Donington Race No	Rider (Country)	Machine	Rd 1 Japan	Rd 2 Australia	Rd 3 USA	Rd 4 Spain	Rd 5 Italy	Rd 6 Germany	Rd 7 Austria	Rd 8 Yugoslavia	Rd 9 Holland	Rd 10 Belgium	Rd 11 France	Total	Donington Score	New Total/Pos
1	1	SITO PONS (Spain)	Honda NSR	17	20	13	17	20	20	20	20	17	17	15	196		
2	3	JACQUES CORNU (Switzerland)	Honda NSR	7	10	10	—	15	11	17	15	15	20	17	137		
3	8	CARLOS CARDUS (Spain)	Honda NSR	8	9	11	11	13	10	10	10	13	15	20	130		
4	5	REINHOLD ROTH (Germany)	Honda NSR	—	11	8	10	11	17	9	17	20	13	10	126		
5	7	JEAN-PHILIPPE RUGGIA (France)	Yamaha YZR	11	17	9	15	17	9	8	13	—	—	11	110		
6	6	LUCA CADALORA (Italy)	Yamaha YZR	15	15	15	20	—	5	—	—	—	11	5	86		
7	2	JUAN GARRIGA (Spain)	Yamaha YZR	6	13	—	13	—	8	—	11	—	9	8	68		
8	9	MASAHITO SHIMIZU (Japan)	Honda NSR	3	2	6	9	5	15	6	—	5	7	9	67		
9	17	HELMUT BRADL (Germany)	Honda NSR	4	8	—	—	6	13	13	—	—	10	6	60		
10	14	MARTIN WIMMER (Germany)	Aprilia Rotax	—	3	—	8	7	—	15	—	11	—	4	48		
11	—	JOHN KOCINSKI (USA)	Yamaha YZR	20	—	20	—	—	—	—	—	—	—	—	40		
12	4	DIDIER DE RADIGUES (Belgium)	Aprilia AFIV	2	7	2	—	—	—	11	—	10	—	7	39		
13	38	JOCHEN SCHMID (Germany)	Honda RS	—	—	3	3	—	6	5	9	—	—	—	26		
13	13	LORIS REGGIANI (Italy)	Honda NSR	—	5	7	—	—	7	7	—	—	—	—	26		
13	28	TOSHIHIKO HONMA (Japan)	Yamaha YZR	13	—	—	—	—	—	—	—	—	—	13	26		
13	32	WILCO ZEELENBERG (Holland)	Honda RS	—	—	—	6	2	2	1	7	8	—	—	26		
17	—	JIM FILICE (USA)	Honda NSR	5	—	17	—	—	—	—	—	—	—	—	22		
18	22	RENZO COLLEONI (Italy)	Aprilia AFIVR	—	—	—	—	8	—	3	6	—	4	—	21		
19	—	IVAN PALAZZESE (Venezuela)	Aprilia AFIVR	—	—	5	5	9	—	—	—	—	—	—	19		
20	30	ALBERTO PUIG (Spain)	Yamaha TZ	—	—	4	—	—	—	—	—	9	3	2	18		
21	—	MARCELLINO LUCCHI (Italy)	Aprilia AFIVR	—	—	—	—	10	—	—	—	7	—	—	17		
22	20	HARALD ECKL (Germany)	Aprilia AFIVR	—	—	—	—	4	3	4	—	2	2	—	15		
23	33	GARY COWAN (Ireland)	Assmex Yamaha	—	—	1	7	—	—	—	5	—	—	1	14		
24	40	DANIEL AMATRAIN (Spain)	Honda NSR	—	—	—	4	—	—	—	—	—	5	3	12		
25	45	ALAIN BRONEC (France)	Aprilia AFIVR	—	—	—	—	4	—	—	—	—	6	—	10		
25	—	TADAYUKI OKADA (Japan)	Honda NSR	10	—	—	—	—	—	—	—	—	—	—	9		
27	—	TOHINABU SHIOMORI (Japan)	Yamaha YZR	9	—	—	—	—	—	—	—	—	—	—	8		
28	43	ADRIEN MORILLAS (France)	Yamaha TZ	—	—	—	—	—	—	—	8	—	—	—	8		
28	25	ALEXANDRE BARROS (Brazil)	Yamaha TZ	—	6	—	—	1	—	—	1	—	—	—	8		
28	21	FAUSTO RICCI (Italy)	Aprilia AFIVR	—	—	—	—	—	—	—	—	—	8	—	8		
31	10	CARLOS LAVADO (Venezuela)	Aprilia AFIVR	—	—	—	—	—	—	—	—	6	1	—	7		
32	52	ALBERTO ROTA (France)	Aprilia AFIVR	—	—	—	2	3	—	—	—	1	—	—	6		
32	50	P. van der GOORBERGH (Holland)	Assmex Yamaha	—	—	—	—	—	—	—	3	3	—	—	6		
34	35	STEFANO CARACCHI (Italy)	Honda RS	—	—	—	1	—	—	—	—	4	—	—	5		
35	39	KEVIN MITCHELL (GB)	Yamaha TZ	—	—	—	—	—	—	—	4	—	—	—	4		
35	—	DARRYL BEATTIE (Australia)	Honda RS	—	4	—	—	—	—	—	—	—	—	—	4		
37	23	ANDREAS PREINING (Austria)	Aprilia AFIVR	—	—	—	—	—	—	—	2	—	—	—	2		
37	48	MAURIZIO VITALI (Italy)	Honda RS	—	—	—	—	—	—	2	—	—	—	—	2		
39	—	JUNYA ARAI (Japan)	Honda NSR	1	—	—	—	—	—	—	—	—	—	—	1		
39	16	AUGUST AUINGER (Austria)	Yamaha TZ	—	1	—	—	—	—	—	—	—	—	—	1		
39	46	HANS BECKER (Germany)	Seel-Yamaha	—	—	—	—	—	1	—	—	—	—	—	1		



LAP CHART 250cc



Shell BRITISH MOTORCYCLE GRAND PRIX
DONINGTON PARK — SUNDAY 6 AUGUST 1989

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

NOTES

LAP RECORD:

JUAN GARRIGA (Yamaha)

1m 38.87s, 91.02mph (146.48kmh)
(7 August 1988)

RACE RECORD:

LUCA CADALORA (Yamaha)

90.12mph (145.04kmh)

[illegible]

RACE

2



Shell 250cc British Grand Prix

26 Laps — 65 miles — 104.60kms — Start 12.30

F.I.M. WORLD CHAMPIONSHIP — ROUND 12

The fastest 36 riders from practice qualify to start

NO.	RIDER	COUNTRY	MACHINE	ENTRANT
1	Sito PONS	Spain	Honda NSR	Campsas Honda Team
2	Juan GARRIGA	Spain	Yamaha YZR	Ducados Yamaha Team
3	Jacques CORNU	Switzerland	Honda NSR	Team Lucky Strike-Elf
4	Didier de RADIGUES	Belgium	Aprilia AF1V	Team Aprilia
5	Reinhold ROTH	Germany	Honda NSR	HB Romer Team
6	Luca CADALORA	Italy	Yamaha YZR	Marlboro Yamaha Team Agostini
7	Jean Philippe RUGGIA	France	Yamaha YZR	Team Gauloises Blondes Yamaha
8	Carlos CARDUS	Spain	Honda NSR	Team Repson Honda
9	Masahiro SHIMIZU	Japan	Honda NSR	Ajinomoto Honda/HRC
10	Carlos LAVADO	Venezuela	Aprilia AF1VR	Rudy Project
13	Loris REGGIANI	Italy	Honda NSR	HB CR1 Racing Team Honda
14	Martin WIMMER	Germany	Aprilia-Rotax AF1VR	Team Hein Gericke
15	Manfred HERWEH	Germany	Yamaha TZ	
16	August AUINGER	Austria	Yamaha TZ	SPI (Sport Projekt Int)
17	Helmut BRADL	Germany	Honda NSR	HB Rallye Sport Team
20	Harald ECKL	Germany	Aprilia-Rotax AF1VR	Team Uvex Aprilia Telefix
21	Fausto RICCI	Italy	Aprilia AF1VR	Team Italia
22	Renzo COLLEONI	Italy	Aprilia AF1VR	Team Elit
23	Andy PREINING	Austria	Aprilia-Rotax AF1VR	SK Voest
24	Andy LEISNER	U.S.A.	Honda RS	Racing Team Katayama
25	Alexandre BARROS	Brazil	Yamaha TZ	Venemotos Racing Team
26	Luis LAVADO	Venezuela	Yamaha TZ	Venemotos Racing Team
28	Toshihiko HONMA	Japan	Yamaha TZR	Yamaha Racing Team
30	Alberto PUIG	Spain	Yamaha TZ	Team Ducados Yamaha Puig
32	Wilco ZEELBERG	Holland	Honda RS	Samson Sharp Racing
33	Gary COWAN	N. Ireland	Assmex-Yamaha TZ	Docshop Wevamed Racing Team
35	Stefano CARACCHI	San Marino	Honda RS	Team Caimpini
36	Jean FORAY	France	Yamaha TZ	St Trian Motos
38	Jochen SCHMID	Germany	Honda RS	Schwabengarage & Reifenzenter Zurn
39	Kevin MITCHELL	GB	Yamaha TZ	D Gallagher/Bradgate Containers
40	Daniel AMATRIAIN	Spain	Honda NSR	RTK Lotus Quartz
41	Jean Francois BALDE	France	Yamaha TZ	Motul Forza Shoel
42	Nigel BOSWORTH	GB	Aprilia AF1VR	Team Keppel Racing/SS Engineering
43	Adrian MORILLAS	France	Yamaha TZ	Clermont Ferrand
45	Alain BRONEC	France	Aprilia AF1VR	Aprilia France
46	Hans BECKER	Germany	Seel-Yamaha	Nava Racing Team
47	Ian McCONNACHIE	GB	Yamaha TZ	Clay Cross Kawasaki
48	Maurizio VITALI	Italy	Honda RS	Pileri LM
49	Bernard HAENGGLI	Switzerland	Yamaha TZ	Vuichard Hoefliger
50	Patrick van der GOORBERGH	Holland	Assmex Yamaha TZ	
51	Engelbert NEUMAIR	Austria	Aprilia-Rotax AF1VR	Palettenvertriebs GmbH & Co
52	Alberto ROTA	Italy	Aprilia AF1VR	Team Italia
53	Woolsey COULTER	N. Ireland	Aprilia AF1VR	Francis Neill Racing
54	Xavier CARDELUS	Andorra	JJ Cobas	
55	Bernhard SCHICK	Germany	Yamaha TZ	Team Hein Gericke
56	Urs JUCKER	Switzerland	Yamaha TZ	Swiss Yamaha Team
57	Darren MILNER	Australia	Yamaha TZ	
58	Rene DELABY	Luxembourg	Yamaha TZ	
59	Paolo CASOLI	Italy	Honda RS	Pileri LM

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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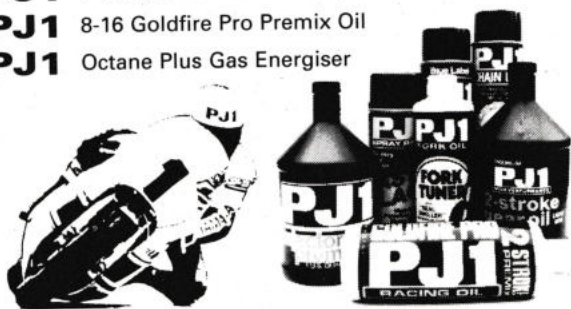
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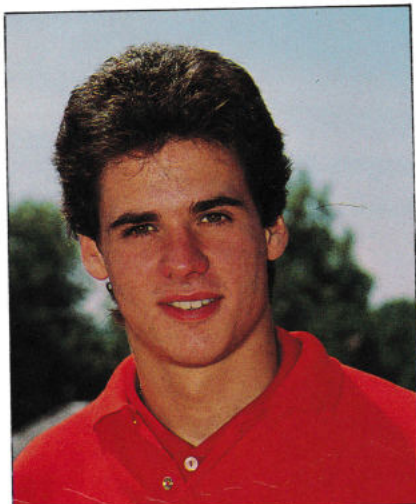




Shell 125cc British Grand Prix



1st — GIANOLA



2nd — CRIVILLE



3rd — SPAAN



CRIVILLE leads SPAAN at Assen.



Shell

British Motorcycle Grand Prix

NEWS HEADLINES — 125cc

125cc GP racing comes alive with superb entertainment – title chase hots up with only 2 rounds after today – Sweden & Czechoslovakia

Round 1 – Japan

Pole Position: Gianola

Race Winner: Gianola

Fastest Lap: Gianola

1988 125cc runner-up Ezio Gianola wins Japan's 1st 125 GP by a mile on his Honda with Japanese piloted RS125's filling the next nine places. Disaster for Derbi with World Champion Jorge Martinez breaking gear lever on 1st lap and then Julian Miralles retired with broken expansion chamber.

Round 2 – Australia

Pole Position: Martinez

Race Winner: Criville

Fastest Lap: Martinez

Spanish teenager Alex Criville – sacked from the Derbi team last year for disobeying team orders – scores 1st GP win, riding JJ Cobas. Gianola crashes and Martinez seizes, leaving UK's Robin Milton a superb second from Allan Scott – the Californian with a British passport!

Round 3 – Spain

Pole Position: Criville

Race Winner: Criville

Fastest Lap: Criville

Alex Criville takes his Cobas Rotax to second GP win, defeating Jorge Martinez with Gianola finishing fourth, behind fellow Honda man Kohji Takada. Spanish organisers take unusual step of accepting 80 riders fighting for 36 start places!

Round 4 – Italy

Pole Position: Spaan

Race Winner: Gianola

Fastest Lap: Criville

Fast and furious pace results in narrow win for Gianola over fellow HRC-backed Dutchman, Hans Spaan. Criville's challenge ended three laps from end when crashing after taking lead. Martinez also in this four man battle before a sticking float bowl sidelined him. Fausto Gresini (Aprilia) takes third – the first time he's been on rostrum since winning World title in 1987.

Round 5 – Germany

Pole Position: Gianola

Race Winner: Criville

Fastest Lap: Miralles

Another thriller with Criville thrusting ahead on very last turn to defeat Gianola and Miralles, both of whom had led on the last lap. Gresini's engine broke under the strain of the leading group but 20 year old Finnish girl Taru Rinne set the crowd alight by qualifying 2nd fastest on her ex-Gianola RS125 Honda and battling for the lead before an overdose of enthusiasm dropped her to 7th.

Round 6 – Austria

Pole Position: Martinez

Race Winner: Spaan

Fastest Lap: Criville

Damp Salzburg track caught out Gianola, Takada and Taru Rinne amongst others on the first lap and Martinez' terrible season continued as he broke his collar-bone in the morning warm-up. Hans Spaan, on full wets, dominated race from Julian Miralles with Criville making the most of his cut slicks on a drying track to take third.

Round 7 – Holland

Pole Position: Spaan

Race Winner: Spaan

Fastest Lap: Gianola

Spaan scores dramatic 'home' win over determined last bid from Criville after loads of fairing-bashing. Gianola was with them too until he crashed out while Miralles overhauled German Stefan Prein for an eventual third.

Round 8 – Belgium

Pole Position: Gianola

Race Winner: Spaan

Fastest Lap: Spaan

Spaan wins wet Spa race comfortably from Gianola while Criville packed up early-on. Allan Scott was third until his Honda's gear-linkage broke leaving Japan's Unemoto to complete the rostrum placings from Miralles. Taru Rinne damages knee ligaments in heavy practice crash.

Round 9 – France

Pole Position: Martinez

Race Winner: Martinez

Fastest Lap: Martinez

World Champions Martinez and Derbi score their first GP victory of the season. Criville gets better of slowing Gianola and sets up strong challenge on Martinez. Spaan leads until cracked cylinder head forces him into the pits twice before finally retiring. Robin Appleyard in points hunt before retiring when spark plug came adrift.

1987 DONINGTON GP

Pole Position:

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

Race Result (24 laps):

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

Fastest Lap:

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

1988 DONINGTON GP

Pole Position:

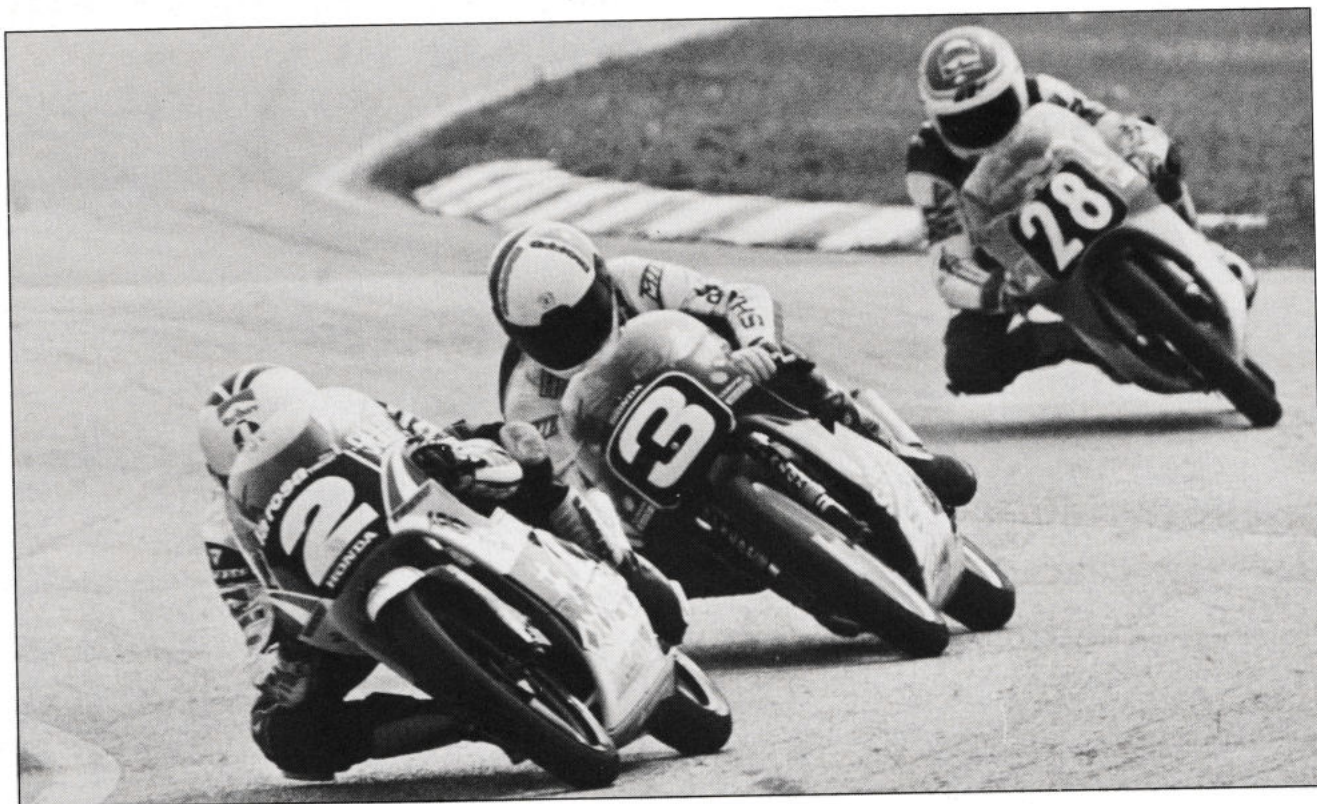
Ezio Gianola (Honda) 1m 45.60s, 85.22mph (137.15kph)

Race Result (24 laps):

1 Ezio Gianola (Honda)	42m 42.42s, 84.29 mph (135.66 kph)
2 Jorge Martinez (Derbi)	43m 14.39s, 83.25 mph (133.98 kph)
3 Domenico Brigaglia (Rotax)	43m 20.58s, 83.05 mph (133.66 kph)

Fastest Lap:

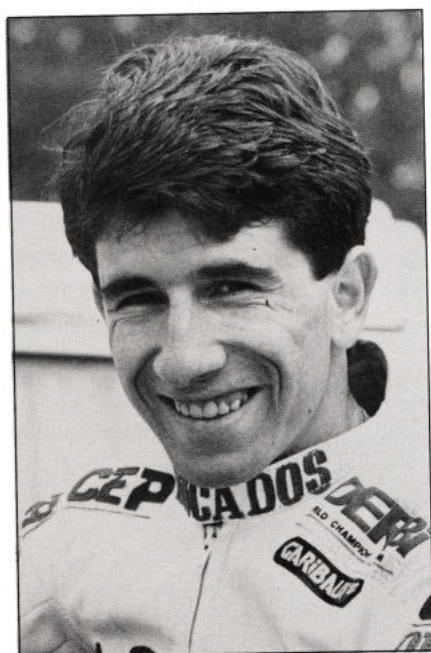
Ezio Gianola (Honda) 1m 45.76s, 85.09 mph (136.94 kph)



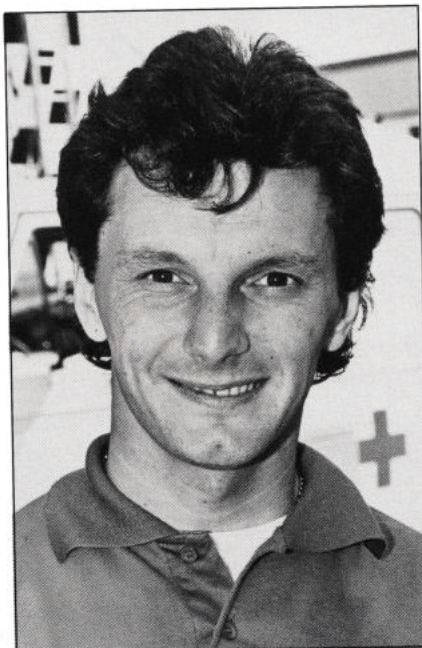
Gianola fends off Spaan and Criville in a typically fraught battle.

125cc MANUFACTURERS CHAMPIONSHIP

Position	Manufacturer	Round 1 Japan	Round 2 Australia	Round 3 Spain	Round 4 Italy	Round 5 Germany	Round 6 Austria	Round 7 Holland	Round 8 Belgium	Round 9 France	Total
1	HONDA	20	17	15	20	17	20	20	20	15	164
2	DERBI	—	10	17	11	15	17	15	13	20	118
3	JJ COBAS	—	20	20	—	20	15	17	—	17	109
4	APRILIA	5	9	11	15	—	13	10	9	11	83
5	GARELLI	—	—	—	3	—	9	—	5	7	24
6	ROTAX	—	—	—	—	—	8	—	1	2	11
7	EMC	—	1	—	—	—	—	—	—	—	1



World Champion Jorge Martinez scored 1st of season at Le Mans 3 weeks ago — prior to this, he had only scored points twice this season.



1985 & 1987 World Champion Fausto Gresini is getting the Aprilia to work better — he's 6th in the points standings.



20 year old Finnish girl Taru Rinne finished 7th in Germany and 8th in Holland before crashing in practice at Spa.

FORM GUIDE

No.	Rider (Position in World Championship)	Age	Hometown/Country	Best '89 GP result	Donington GP Result 1987	1988	First GP	Total GP wins	FIM Championship titles
1	JORGE MARTINEZ (9th)	26	Alzira, Valencia, Spain	1st - France	-	2nd	'82/Spain (50cc)	32	80cc World Champion - '86, '87, '88; 125cc World Champion - '88
2	EZIO GIANOLA (1st)	29	Mandello del Lario, Como, Italy	1st - Japan & Italy	5th	1st	'83/Italy (125cc)	5	
3	HANS SPAAN (3rd)	30	Castricum, Holland	1st - Austria, Holland & Belgium	-	10th	'80/Yugoslavia (50cc)	3	
4	JULIAN MIRALLES (4th)	23	Valencia, Spain	2nd - Austria	-	4th	'85/Spain (80cc)		80cc Euro Champion - '87
5	DOMENICO BRIGAGLIA (14th)	31	Bologna, Italy	7th - Austria	Retired	3rd	'82/Italy (125cc)	1	
6	GASTONE GRASSETTI	26	Montelabbate, Pesaro, Italy	16th - Austria	6th	Retired	'85/San Marino (125cc)		
7	ADI STADLER (11th)	25	Obing, Germany	8th - Italy, Germany & Belgium	Retired	Retired	'85/Spain (125cc)		125cc European Champion - '87
8	STEFAN PREIN (8th)	23	Wuppertal, Germany	4th - Australia & Holland	-	Retired	'85/Germany (80cc)		
9	LUCIO PIETRONIRO (15th)	29	Liege, Belgium	5th - Belgium	7th	15th	'81/Austria (125cc)		
10	GERHARD WAIBEL (33rd)	30	Schorndorf, Germany	10th - Germany	-	20th	'79/Germany (50cc)	4	
11	HISASHI UNEMOTO (5th)	33	Matsuda, Japan	2nd - Japan	-	12th	'88/Spain (125cc)		
12	ALLAN SCOTT (12th)	24	Pleasant Hill, California (Born - Scotland)	3rd - Australia	21st	5th	'87/France (125cc)		
13	CORRADO CATALANO (26th)	21	Rome, Italy	8th - Austria	Retired	Retired	'87/Italian (125cc)		
15	LUIS MIGUEL REYES (13th)	29	Barcelona, Spain	8th - France	-	Retired	'82/Finland (250cc)		
17	HEINZ LUTHI	25	Uster, Switzerland	20th - Japan & Austria	-	13th	'87/Portugal (125cc)		
18	KOHJI TAKADA (7th)	26	Osaka, Japan	3rd - Japan & Spain	-	24th	'88/Spain (125cc)		
19	JOHNNY WICKSTROM (35th)	32	Turku, Finland	14th - Australia & Germany	4th	8th	'77/Finland (125cc)		
20	PIER PAOLO BIANCHI	37	S. Ermete di Santarcangelo, Italy	Retired	2nd	Retired	'73/Italy (125cc)	27	125cc World Champion - '76, '77, '80
21	ALFRED WAIBEL (17th)	32	Pluderhausen, Germany	10th - Holland & France	-	11th	'79/Germany (125cc)		
22	FAUSTO GRESINI (6th)	28	Imola, Italy	3rd - Italy	1st	7th	'82/Italy (125cc)	18	125cc World Champion - '85, '87
23	BRUNO CASANOVA (16th)	25	Cervia-Ravenna, Italy	4th - Austria	Retired	-	'84/Italy (80cc)		80cc Euro Champion - '86
25	PETER OTTL	24	Ainring, Germany	19th - Belgium	-	-	'86/Germany (80cc)	3	Leading 80cc World Championship - '89
27	STEFAN DORFLINGER	40	Birsfelden, Switzerland	16th - Germany	-	Retired	'73/Germany (50cc)	18	50cc World Champion - '82, '83. 80cc World Champion - '84, '85
28	ALEX CRIVILLE (2nd)	19	Seva, Barcelona, Spain	1st - Australia, Spain & Germany	-	9th	'87 - Spain (80cc)	3	
29	EMILIO CUPPINI	25	Ferentino, Italy Born: Chicago.	19th - France	-	-	'87/San Marino (125cc)		125cc European Champion - '88
30	MIKE LEITNER	26	Aigen, Austria	23rd - Austria	Retired	22nd	'84/Germany (125cc)		
31	OTHMAR SCHULER	28	Hambrechtikon, Switzerland	23rd - Holland	-	-	'89/Spain (125cc)		
32	KRIS GALATOWICZ	25	Coventry, England	21st - Japan	23rd	6th	'87/GB (125cc)		
33	HUBERT ABOLD (40th)	31	Dillingen, Germany	15th - Belgium	22nd	23rd	'83/Germany (125cc)		80cc Euro Champion - '83
34	TREVOR MANLEY	33	Melbourne, Australia	Retired	-	-	'89/Australia (125cc)		
36	BADY HASSAINE	33	Sartrouville, France (born Algeria)	21st - Austria	Retired	14th	'81/France (125cc)		
37	ALEX BEDFORD (40th)	29	Tutbury, UK	15th - Australia	-	Retired	'81/GB (125cc)		
38	ROBIN MILTON (9th)	23	Spaldwick UK	2nd - Australia	9th	-	'86/Holland (125cc)		
39	HERRI TORRONTGUEI (22nd)	22	Gorliz, Bilbao, Spain	9th - Spain	-	-	'85/Spain (80cc)	1	
40	ROBIN APPELYARD (31st)	25	Keighley, UK	11th - Australia	26th	-	'83/GB (125cc)		
41	DORIANO ROMBONI (22nd)	20	La Spezia, Italy	10th - Italy	-	-	'89/Spain (125cc)		
42	KAZUYA YAMADA (33rd)	27	Tokyo, Japan	10th - Japan	-	-	'89/Japan (125cc)		
43	DIRK RAUDIES (17th)	25	Biberach, Germany	6th - Austria	-	-	'89/Germany (125cc)		
44	JEAN-CLAUDE SELINI (22nd)	35	Maisons-Alfort, France	11th - Austria	3rd	-	'78/Belgium (125cc)	1	
45	TARU RINNE (17th)	20	Turku, Finland	7th - Germany	-	-	'87/Sweden (125cc)		
46	THIERRY FEUZ (20th)	30	Ittigen, Switzerland	10th - Belgium	13th	Retired	'82/Germany (350cc)		
47	FLEMMING KISTRUP (28th)	30	Faabor, Denmark	7th - France	11th	-	'84/Sweden (125cc)		
48	RAFAEL ROSES (Bohiques)	21	Alzira, Valencia, Spain	19th - Australia	-	-	'88/Spain (125cc)		
49	JOSEF FISCHER (39th)	24	Salzburg, Austria	14th - Austria	-	-	'86/Germany (80cc)		
50	STUART EDWARDS	20	Billericay, UK	-	-	-	-		
51	STEVE PATRICKSON	22	Shipley, Yorks	-	-	-	-		
52	ALAN PATTERSON	22	Dundrod, Ulster	-	-	25th	'88/GB (125cc)		
53	SERGE JULIN	30	Herstal, Belgium	19th - Germany			'79/Belgium (50cc)		
54	PAUL BORDES	36	Dammare les Lys, France	-	24th	-	'80/France (125cc)		
55	JOS VAN DONGEN	29	Capelle a/d Yssel, Holland	-	-	-	'81/Germany (50cc)		
R	GABRIELE GNANI	25	San Pietro in Guardiano, Italy	-	-	-	'88/Spain (80cc)		
56	RALF WALDMANN	23	Ennepetal, Germany	-	-	-	'86/Germany (80cc)		

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	Rd 1 Japan	Rd 2 Australia	Rd 3 Spain	Rd 4 Italy	Rd 5 Germany	Rd 6 Austria	Rd 7 Holland	Rd 8 Belgium	Rd 9 France	Donington Score	New Total/Pos
1	2	Ezio Gianola (Italy)	Honda	20	11	13	20	17	—	—	17	15	113	
2	28	Alex Criville (Spain)	JJ-Cobas	—	20	20	—	20	15	17	—	17	109	
3	3	Hans Spaan (Holland)	Honda	—	8	—	17	13	20	20	20	—	98	
4	4	Julian Miralles (Spain)	Derbi	—	10	9	11	15	17	15	13	—	90	
5	11	Hisashi Unemoto (Japan)	Honda	17	—	8	10	11	—	11	15	10	82	
6	22	Fausto Gresini (Italy)	Aprilia	5	9	11	15	—	11	10	9	11	81	
7	18	Kohji Takada (Japan)	Honda	15	—	15	13	—	—	7	7	13	70	
8	8	Stefan Prein (Germany)	Honda	—	13	5	—	10	3	13	10	—	54	
9	1	Jorge Martinez (Spain)	Derbi	—	—	17	—	—	—	9	—	20	46	
9	38	Robin Milton (GB)	Honda	4	17	3	9	7	6	—	—	—	46	
11	7	Adi Stadler (Germany)	Honda	1	6	4	8	8	—	—	8	5	40	
12	12	Allan Scott (USA)	Honda	3	15	10	—	—	7	2	—	—	37	
13	15	Luis-Miguel Reyes (Spain)	Honda	2	7	6	5	3	—	—	—	8	31	
14	5	Domenico Brigaglia (Italy)	Garelli	—	—	—	3	—	9	—	5	7	24	
15	9	Lucio Pietroniro (Belgium)	Honda	—	4	2	1	—	—	4	11	—	22	
16	23	Bruno Casanova (Italy)	Aprilia	—	—	—	7	—	13	—	—	—	20	
17	43	Dirk Raudies (Germany)	Honda	—	—	—	—	4	10	1	3	—	18	
17	45	Taru Rinne (Finland)	Honda	—	—	1	—	9	—	8	—	—	18	
17	21	Alfred Waibel (Germany)	Honda	—	—	—	—	5	1	6	—	6	15	
20	46	Thierry Feuz (Switzerland)	Honda	—	—	—	—	—	4	5	6	—	13	
21	—	Masayuki Hirose (Japan)	Honda	13	—	—	—	—	—	—	—	—	11	
22	41	Doriano Romboni (Italy)	Honda	—	—	—	6	1	—	—	4	—	11	
22	44	Jean-Claude Selini (France)	Honda	—	—	—	—	—	5	—	2	4	11	
22	39	Herri Torrontegui (Spain)	Honda	—	—	7	4	—	—	—	—	—	11	
22	—	Kenichi Yoshida (Japan)	Honda	11	—	—	—	—	—	—	—	—	11	
26	13	Corrado Catalano (Italy)	Rotax	—	—	—	—	—	8	—	—	2	10	
26	—	Masato Shima (Japan)	Honda	10	—	—	—	—	—	—	—	—	10	
28	—	Yukata Fujiwara (Japan)	Honda	9	—	—	—	—	—	—	—	—	9	
28	47	Flemming Kistrup (Denmark)	Honda	—	—	—	—	—	—	—	—	9	9	
30	—	Kazuaki Yamashita (Japan)	Honda	8	—	—	—	—	—	—	—	—	8	
31	40	Robin Appleyard (GB)	Honda	—	5	—	2	—	—	—	—	—	7	
31	—	Shinichi Fujiyama (Honda)	Honda	7	—	—	—	—	—	—	—	—	7	
33	10	Gerhard Waibel (Germany)	Honda	—	—	—	—	6	—	—	—	—	6	
33	42	Kazuya Yamada (Japan)	Honda	6	—	—	—	—	—	—	—	—	4	
35	19	Johnny Wickstrom (Finland)	Honda	—	2	—	—	2	—	—	—	—	3	
36	—	Gabriele Debbia (Italy)	Aprilia	—	—	—	—	—	—	3	—	—	3	
36	—	Jean Pierre Jeandat (France)	Honda	—	—	—	—	—	—	—	—	3	3	
36	—	Ian Saunders (Australia)	Honda	—	3	—	—	—	—	—	—	—	2	
39	49	Josef Fischer (Austria)	Honda	—	—	—	—	—	2	—	—	—	1	
40	33	Hubert Abold (Germany)	Rotax	—	—	—	—	—	—	—	1	—	1	
40	37	Alex Bedford (GB)	EMC	—	1	—	—	—	—	—	—	—	1	
40	—	Herve Duffard (France)	Honda	—	—	—	—	—	—	—	—	1	1	

125cc



Shell BRITISH MOTORCYCLE GRAND PRIX

DONINGTON PARK — SUNDAY 6 AUGUST 1989

**125CC: Solo motorcycles/
over 80cc to 125cc/**

**1 cylinder max./6 gears
max./min weight 65kg**

NOTES

LAP RECORD:

1m 45.76s, 85.09mph (136.94kmh)
(7 August 1988)

RACE RECORD

84.29mph (135.66kmh)

[illegible]

RACE

1



Shell 125cc British Grand Prix

24 Laps — 60 miles — 96.55kms — Start 11.00

F.I.M. WORLD CHAMPIONSHIP — ROUND 10

The fastest 36 riders from practice qualify to start

NO.	RIDER	COUNTRY	MACHINE	ENTRANT
1	Jorge MARTINEZ	Spain	Derbi	Derbi Nacional Motor SA
2	Ezio GIANOLA	Italy	Honda	Pileri LM\
3	Hans SPAAN	Holland	Honda	Samson Sharp Racing
4	Julian MIRALLES	Spain	Derbi	Derbi Nacional Motor SA
5	Domenico BRIGAGLIA	Italy	Garelli	Garelli Corse
6	Gastone GRASSETTI	Italy	Honda	Gazzaniga Corse
7	Adi STADLER	Germany	Honda	RS Rallye-Sport Team
8	Stefan PREIN	Germany	Honda	Zwafink Honda Racing
9	Lucio PIETRONIRO	Belgium	Honda	Docshop Wevamead Racing Team
11	Hisashi UNEMOTO	Japan	Honda	Team Unemoto
12	Allan SCOTT	U.S.A./GB	Honda	Cornonas Racing Team
13	Corrado CATALANO	Italy	Rotax	Team Gazzaniga Corse
15	Luis Miguel REYES	Spain	Honda	Pileri LM
17	Heinz LUTHI	Switzerland	Honda	Team Lucky Strike Reiner
18	Kohji TAKADA	Japan	Honda	Team Takeshima
19	Johnny WICKSTROM	Finland	Honda	Silja Line
20	Pier Paolo BIANCHI	Italy	Seel	Nuovo Moto Club
21	Alfred WAIBEL	Germany	Honda	Gerstmann Racing
22	Fausto GRESINI	Italy	Aprilia	Team Italia
23	Bruno CASANOVA	Italy	Aprilia	Team Italia
25	Peter OTTL	Germany	Krauser	Krauser Racing
27	Stefan DORFLINGER	Switzerland	Aprilia	Team Dorflinger Marlboro
28	Alex CRIVILLE	Spain	JJ Cobas	Marlboro JJ Cobas
29	Emilio CUPPINI	Italy	Garelli	Garelli Corse
30	Mike LEITNER	Austria	Honda	EMCO Sports Team
31	Othmar SCHULER	Switzerland	Honda	Schuler Racing Team
32	Kris GALATOWICZ	GB	EMC	7-Up/Ehrlich Automotives
33	Hubert ABOLD	Germany	Krauser	
34	Trevor MANLEY	Australia	Honda	Honda Racing/Ray Petrie
36	Bady HASSAINE	France	Honda	
37	Alex BEDFORD	GB	EMC	7-Up/Ehrlich Automotives
38	Robin MILTON	GB	Honda	
39	Herri TORRONTAGUI	Spain	Honda	Herri Racing Team
40	Robin APPLEYARD	GB	Honda	Colin Appleyard Ltd
41	Doriano ROMBONI	Italy	Honda	Team Delrio
42	Kazuya YAMADA	Japan	Honda	Shoei Team Gomibuchi
43	Dirk RAUDIES	Germany	Honda	AMC Biberach
44	Jean Claude SELINI	France	Honda	
45	Taru RINNE	Finland	Honda	Servisco
46	Thierry FEUZ	Switzerland	Honda	BP Racing Team
47	Flemming KISTRUP	Denmark	Honda	Thomas Moller Pederson Racing Team
48	Rafael ROSES	Spain	Cobas	Metrakit
49	Josef FISCHER	Austria	Honda	Afri Cola
50	Stuart EDWARDS	GB	ERM	
51	Steve PATRICKSON	GB	Honda	Clarke Racing/Brown Group International
52	Alan PATTERSON	N. Ireland	Honda	
53	Serge JULIN	Belgium	Honda	
54	Paul BORDES	France	Honda	
55	Jos van DONGEN	Holland	Honda	Rekro Reizen
56	Ralf WALDMANN	Germany	Cobas	Rotax GV

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

*World Champions 1987/88
Steve Webster & Tony Hewitt
know what it takes to make
the perfect combination....*



DIG IT...



HAUL IT...



LOAD IT...



COAT IT...



CRUSH IT...



*We've got what
it takes!*

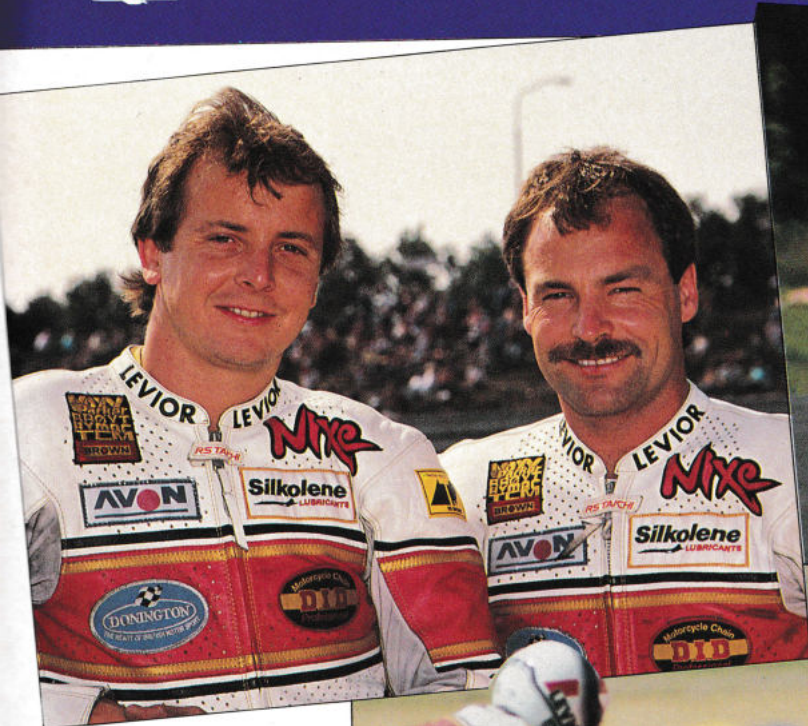
BROWN

Brown Group International PLC

Wharfedale House, Harrogate Road, Pool-in-Wharfedale, North Yorkshire, LS21 2RZ. Tel: (0532) 843231. Tlx: 556156. Fax: (0532) 843483.



Shell Sidecar British Grand Prix



Steve Webster/Tony Hewitt



British Motorcycle Grand Prix

NEWS HEADLINES — Sidecars

Webster/Hewitt out to score hat-trick of Donington GP wins and to win their third consecutive title – sidecar racing continues to provide thrilling and spectacular racing – only 2 rounds remaining after this weekend, in Sweden & Czechoslovakia

Round 1 – USA

Pole Position: Egloff
Race Winner: Webster
Fastest Lap: Biland

First-ever Sidecar GP outside Europe dominated by Britain's World Champions Steve Webster and Tony Hewitt. Rolf Biland/Kurt Waltisperg moved up to second before gearbox problems and broken crank put them out, and Egbert Streuer/Bernard Schnieders also suffered mechanical failure. Swiss twins Markus and Urs Egloff, the early leaders, eventually had to settle for third behind Alain Michel/Jean-Marc Fresc.

Round 2 – Germany

Pole Position: Webster
Race Winner: Webster
Fastest Lap: Streuer

Webster, using '89 Krauser for first time in GP, fights off determined challenge from Streuer – who is using new passenger Gerd de Haas – to win by less than a second. Biland is early retirement with ignition failure and the Egloff challenge ended with broken conrod, leaving third to Japan's Masato Kumano and Swiss Markus Fahrni.

Round 3 – Austria

Pole Position: Webster
Race Winner: Biland
Fastest Lap: Biland

Webster's luck runs out with slipping clutch from the start. He pits, throws water at the clutch to cool it, and returns to climb back to 15th place. Slipstreaming battle for the lead went the way of Biland, from Streuer and Egloff's who slowed towards the end also with a slipping clutch.

Round 4 – Holland

Pole Position: Biland
Race Winner: Webster
Fastest Lap: Streuer

Last-corner grass-cutting dodge by local hero Streuer isn't enough to rob Webster/Hewitt of superb victory after racelongs battle which left Biland some 30 seconds adrift. Best result yet for Derbyshire duo Steve Abbott and Shaun Smith, in 6th.

Round 5 – Belgium

Pole Position: Webster
Race Winner: Streuer
Fastest Lap: Streuer

Streuer makes most of rain-soaked Spa to lead Webster from start-to-finish, with Biland sitting in Webster's spray until the chequered flag. 'Old hand' Derek Jones makes most of conditions to finish 5th behind even older hand, Rolf Steinhausen.

Round 6 – France

Pole Position: Biland
Race Winner: Biland
Fastest Lap: Biland

Biland scores his second GP win of year chased by Webster who increases his series lead over third man Streuer whose Yamaha outfit only ran on three from the start. Alain Michel takes 4th in race and in points table after Egloff's slowed with brake problems.

1987 DONINGTON GP

Pole Position:

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:

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

1988 DONINGTON GP

Pole Position:

Rolf Biland/Kurt Waltisperg (LCR Krauser)
1m 37.18s, 92.61mph (149.04kph)

Race Result (24 laps):

- 1 Steve Webster/Tony Hewitt (LCR Krauser)
40m 39.56s, 88.54mph (142.49kph)
- 2 Rolf Biland/Kurt Waltisperg (LCR Krauser)
40m 41.67s, 88.46mph (142.36kph)
- 3 Alain Michel/Jean-Marc Fresc (LCR Krauser)
40m 55.75s, 87.95mph (141.55kph)

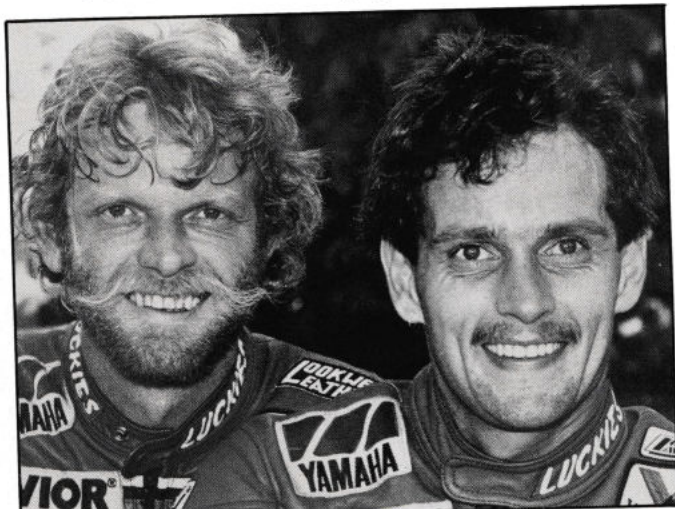
Fastest Lap:

Rolf Biland/Kurt Waltisperg (LCR Krauser)
1m 40.05s, 89.95mph (144.76kph)



Egbert Streuer — World Champion in 1984, 1985, 1986 — is just 9 points behind Webster.

The main opponents to a Webster/Hewitt hat-trick



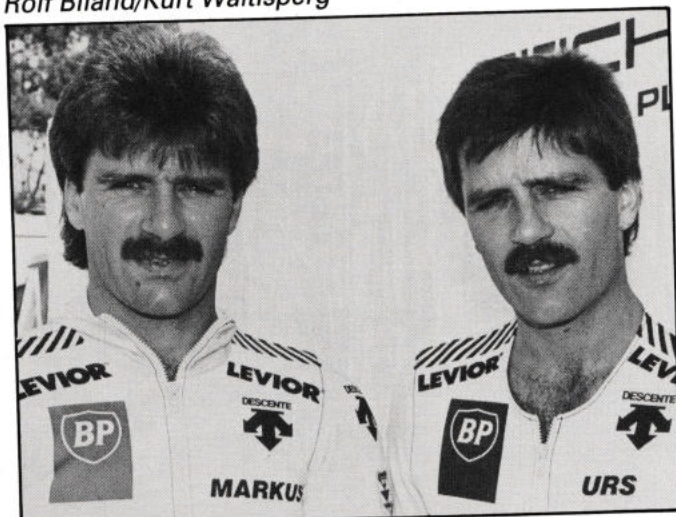
Egbert Streuer/Gert de Haas



Rolf Biland/Kurt Waltisperg



Alain Michel/Jean-Marc Fresc



Markus Egloff/Urs Egloff

FORM GUIDE

No.	Driver/Passenger (Pos. in World Championship)	Age	Hometown/Country	Best '89 GP result	Donington GP Result 1987	Donington GP Result 1988	First GP	Total GP wins	FIM Championship titles
1	STEVE WEBSTER (1st) Tony Hewitt	29 38	Easingwold, nr York Thorpe Willoughby, Selby	1st – USA, Germany & Holland	1st	1st	1983/GB	10	World Champion – '87, '88
2	ROLF BILAND (3rd) Kurt Waltisperg	38 36	Hermrigen, Switzerland Kussnacht, Switzerland	1st – Austria & France	Retired	2nd	1974/Austria	54	World Champion – '78, '79, '81, '83
3	EGBERT STREUER (2nd) Géral de Haas	35 27	Grolloo, Holland Blokker, Holland	1st – Belgium	2nd	5th	1978/Austria	16	World Champion – '84, '85, '86
4	ALAIN MICHEL (4th) Jean-Marc Fresc	36 35 (today – Aug 6)	Ancone, Montelimar, France Parrichets de Mouroux, France	2nd – USA	Retired	3rd	1976/France	12	
5	MARKUS EGLOFF (10th) Urs Egloff	32 32	Romanshorn, Switzerland Amriswil, Switzerland	3rd – USA	Retired	4th	1983/Germany		
6	DEREK JONES (8th) Peter Brown	47 34	Perivale, Middlesex Leicester	5th – Germany & Belgium	5th	7th	1977/France	1	
7	ALFRED ZURBRUGG (14th) Martin Zurbrugg	30 35	Spiez, Switzerland Spiez, Switzerland	4th – Austria	4th	9th	1982/Germany		
8	MASATO KUMANO (5th) Markus Fahrni	41 32	Tokyo & Oberhausen, Germany Wilderswil, Switzerland	3rd – Germany	9th	6th	1976/GB		
9	BERND SCHERER (11th) Thomas Schroder	31 26	Geislingen, Germany Reutlingen, Germany	6th – Belgium	Retired	10th	1985/Germany		European Champion – '86
10	STEVE ABBOTT (13th) Shaun Smith	34 32	Riddings, Derbyshire Leabrooks, Derbyshire	6th – Holland	6th	Retired	1981/GB		
11	BARRY BRINDLEY (8th) Graham Rose	30 39	Bawtry, Doncaster Huddersfield	5th – USA	7th	Retired	1982/GB		
12	FRITZ STOELZLE (6th) Hubert Stoelzle	30 27	Aitrang, Germany Aitrang, Germany	4th – Germany	–	8th	1986/Germany		
14	YOSHI KUMAGAYA (12th) Phil Coombes	35 30	Nagano, Japan & Deal, Kent Bollington, nr Macclesfield	6th – USA	8th	11th	1986/Austria		
15	WOLFGANG STROPEK (21st) Stephen Campbell	44 24	Behamberg, Austria Leicester	11th – USA	Retired	Retired	1978/Austria		
16	THEO VAN KEMPEN (14th) Simon Birchall	33 31	Beilen, Holland Goole, North Humberside	9th – Holland	Retired	Retired	1983/France		
17	TONY WYSSSEN (16th) Kilian Wyssen	31 28	Matten, Switzerland Matten, Switzerland	7th – Germany	–	–	1988/Germany		European Champion – '88
18	GEORGE HARDWICK (25th) Gary Irlam	40 26	Weston-super-Mare Neston, Wirral	13th – Germany	–	–	1989/Germany		
19	TONY BAKER (21st) Trevor Hopkinson	43 28	Penrith, Cumbria Workop, Notts	13th – USA & Austria	Retired	–	1987/GB		
20	IVAN NIGROWSKY (18th) Jacques Corbier	30 43	Bouzille, France Eysines, France	10th – Holland	10th	Retired	1985/France		
22	ROLF STEINHAUSEN (7th) Bruno Hiller	46 33	Numbrecht, Germany Numbrecht, Germany	4th – Belgium	3rd	Retired	1972/Germany		World Champion – '75, '76
23	RENE PROGIN (17th) Yvan Hunziker	37 31	Corpahaux, Switzerland Oron la Ville, Switzerland	10th – USA	Retired	17th	1984/France		
24	BILLY GALLROS (20th) Hakan Olsson	34 26	Stockholm, Sweden Göteborg, Sweden (10th: also 125 GP rider)	10th – Germany	12th	–	1986/Sweden		
25	BARRY SMITH (19th) David Smith	30 28	Peacehaven, Sussex Telscombe Cliffs, Sussex	8th – Germany	–	–	1988/France		
26	PAUL ATKINSON TBA	30 	Knaresborough, North Yorks	Retired	–	–	1988/France		
27	GARY THOMAS (26th) Eckhart Rosinger	30 28	Orpington, Kent Trier, Germany	14th – USA	Retired	12th	1986/GB		
28	JUDD DREW (23rd) Bryan Houghton	43 26	Gravesend, Kent Sidcup, Kent	12th – USA	–	–	1989/USA		
29	RAY GARDNER Tony Strevens	41 37	Sible Hedingham, Essex Storrington, Sussex	19th – France	Retired	16th	1987/Belgium		
30	WERNER KRAUS Oliver Schuster	28 23	Friedrichsdorf, Germany Rosbach, Germany	–	–	–	1985/Germany		
31	MLADENO MILCHO Peter Toutulov		Bulgaria Bulgaria	–	–	–	–		
32	CLIVE STIRRAT (23rd) Simon Prior	45 33	Worthing, Sussex Brighton, Sussex	12th – Germany	–	15th	1982/British		
33	JOHN EVANS Ian Gaunt	40 39	Selby, Yorks Harrogate, Yorks	–	–	–	–		
34	KENNY HOWLES (26th) Steve Pointer	39 39	Kidderminster Didcot, near Oxford	14th – Belgium	–	–	1989/Belgium		
35	MICHAEL BURCOMBE John Gibbard	41 34	Bristol Loughborough	–	–	–	–		
36	PAUL GÜDEL Charly Güdel	29 27	Obergleit, Switzerland Geroldswil, Switzerland	16th – France	–	–	1989/France		

SIDECAR WORLD CHAMPIONSHIP POSITIONS

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

Donington											Donington Score	New Total/Pos
Position	Race No	Driver (Country)/Passenger (Country)	Machine	Rd 1 USA	Rd 2 Germany	Rd 3 Austria	Rd 4 Holland	Rd 5 Belgium	Rd 6 France	Total		
1	1	Steve Webster (GB)/Tony Hewitt (GB)	LCR Krauser	20	20	1	20	17	17	95		
2	3	Egbert Streuer (NL)/ Geral de Haas (NL)	LCR Yamaha	—	17	17	17	20	15	86		
3	2	Rolf Biland (CH)/Kurt Walitsperg (CH)	LCR Krauser	—	—	20	15	15	20	70		
4	4	Alain Michel (F)/Jean-Michel Fresc (F)	LCR Krauser	17	—	15	13	8	13	66		
5	8	Masato Kumano (D)/Markus Fahrni (CH)	LCR Yamaha	13	15	11	8	—	11	58		
6	12	Fritz Stoelzle (D)/Hubert Stoelzle (D)	LCR Krauser	9	13	7	5	6	7	47		
7	22	Rolf Steinhausen (D)/Bruno Hiller (D)	Schuh Special	—	10	8	11	13	—	42		
8	6	Derek Jones (GB)/Peter Brown (GB)	LCR Yamaha	1	11	—	4	11	10	37		
8	11	Barry Brindley (GB)/Grahame Rose (GB)	Fowler Yamaha	11	—	9	—	9	8	37		
10	5	Markus Egloff (CH)/Urs Egloff (CH)	LCR Yamaha	15	—	10	—	7	4	36		
11	9	Bernd Scherer (D)/Thomas Schroder (D)	BSR Krauser	7	—	—	9	10	—	26		
12	14	Yoshi Kumagaya (GB)/Brian Barlow (GB), Peter Linden (S), Phil Coombes (GB)	Windle KS	10	7	—	3	5	—	25		
13	10	Steve Abbott (GB)/Shaun Smith (GB)	LCR Yamaha	—	—	5	10	—	9	24		
14	7	Alfred Zurbrugg (CH)/Martin Zurbrugg (CH)	LCR Yamaha	8	—	13	—	—	—	21		
14	16	Theo Van Kempen (NL)/Simon Birchall (GB)	LCR Krauser	—	1	4	7	3	6	21		
16	17	Tony Wyssen (CH)/Kilian Wyssen (CH)	LCR Krauser	—	9	6	—	—	5	20		
17	23	René Progin (CH)/Yvan Hunziker (CH)	LCR Krauser	6	5	—	2	—	3	16		
18	20	Ivan Nigrowsky (France)/Jacques Corbier (France)	LCR-JPX	—	—	2	6	4	—	12		
19	25	Barry Smith (GB)/David Smith (GB)	Windle ADM	—	8	—	—	—	2	10		
20	24	Billy Gallros (S)/Hakan Olsson (S)	Streuer Yamaha	—	6	—	—	1	1	8		
21	15	Wolfgang Stroppek (A)/Stephen Campbell (GB)	Mibag Krauser	5	2	—	—	—	—	7		
21	19	Tony Baker (GB)/Trevor Hopkinson (GB)	LCR Krauser	3	—	3	1	—	—	7		
23	28	Judd Drew (GB)/Bryan Houghton (GB)	LCR-JPX	4	—	—	—	—	—	4		
23	32	Clive Stirrat (GB)/Simon Prior (GB)	LCR	—	4	—	—	—	—	4		
25	18	George Hardwick (GB)/Steve Parker (GB)	LCR	—	3	—	—	—	—	3		
26	27	Gary Thomas (GB)/Eckart Rosinger (D)	LCR-IMI	2	—	—	—	—	—	2		
26	34	Kenny Howies (GB)/Steve Pointer (GB)	LCR Krauser	—	—	—	—	2	—	2		

LAP CHART SIDECARS



BRITISH MOTORCYCLE GRAND PRIX DONINGTON PARK — SUNDAY 6 AUGUST 1989

Sidecars: over 350cc to 5000cc/
4 cylinders max./
6 gears max./min.
weight 180kg

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

LAP RECORD:

ROLF BILAND/KURT WALTISPERG (LCR Krauser)
1m 40.05s, 89.95mph (144.76kmh)
(7 August 1988)

RACE RECORD:

STEVE WEBSTER/TONY HEWITT (LCR Krauser)
88.54mph (142.49kmh)

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RACE

4



Shell Sidecar British Grand Prix

24 Laps — 60 miles — 96.55kms — Start 16.15

F.I.M. WORLD CHAMPIONSHIP — ROUND 7

The fastest 25 drivers from practice qualify to start

NO.	DRIVER/PASSENGER	COUNTRY	MACHINE	ENTRANT
1	Steve WEBSTER/Tony HEWITT	GB/GB	LCR Krauser	Brown Group Krauser
2	Rolf BILAND/Kurt WALTISPERG	Switzerland/Switzerland	LCR Krauser	Krauser Racing
3	Egbert STREUER/ Geral de HAAS	Holland/Holland	LCR Yamaha	Team Lucky Strike Streuer
4	Alain MICHEL/Jean Marc FRESC	France/France	LCR Krauser	Krauser Elf
5	Markus EGLOFF/ Urs EGLOFF	Switzerland/Switzerland	LCR Yamaha	BP Switzerland
6	Derek JONES/Peter BROWN	GB/GB	LCR Yamaha	
7	Alfred ZURBRUGG/Martin ZURBRUGG	Switzerland/Switzerland	LCR Yamaha	Zurbrugg Team Schweiz
8	Masato KUMANO/Markus FAHRNI	Japan/Switzerland	LCR Yamaha	TEC Racing Team
9	Bernd SCHERER/Thomas SCHRODER	Germany/Germany	BSR Krauser	Krauser Racing GmbH
10	Steve ABBOTT/Shawn SMITH	GB/GB	LCR Yamaha	
11	Barry BRINDLEY/Grahame ROSE	GB/GB	Fowler Yamaha	Dennis Trollope Racing
12	Fritz STOELZLE/Hubert STOELZLE	Germany/Germany	LCR Krauser	Krauser Racing Team
14	Yoshi KUMAGAYA/Phil COOMBES	Japan/GB	Windle KS	
15	Wolfgang STROPEK/Stephen CAMPBELL	Austria/GB	Mibag Krauser	
16	Theo van KEMPEN/Simon BIRCHALL	Holland/GB	LCR Krauser	
17	Tony WYSSEN/Kilian WYSSEN	Switzerland/Switzerland	LCR Krauser	
18	George HARDWICK/Gary Irlam	GB/GB	LCR	
19	Tony BAKER/ Trevor HOPKINSON	GB/GB	LCR Krauser	P & KM Berwick Heating Services
20	Ivan NIGROWSKY/Jacques CORBIER	France/France	LCR JPX	
22	Rolf STEINHAUSEN/Bruno HILLER	Germany/Germany	Schuh Special	Schuh Racing Team
23	Rene PROGIN/Yvan HUNZIKER	Switzerland/Switzerland	LCR Krauser	Haenni Racing Team
24	Billy GALLROS/Hakan OLSSON	Sweden/Sweden	Streuer Yamaha	
25	Barry SMITH/David SMITH	GB/GB	Windle ADM	Jay Dee Racing
26	Paul ATKINSON/Steve PARKER	GB/GB	LCR Krauser	Astley Kitchen & Bedroom Centre
27	Gary THOMAS/Eckart ROSINGER	GB/Germany	LCR IMI	Technician Services
28	Judd DREW/Bryan HOUGHTON	GB/GB	LCR JPX	Langcourt Ltd
29	Ray GARDNER/Tony STREVS	GB/GB	LCR Krauser	
31	Mladen MILCHO/Petar TOUTULOV	Bulgaria/Bulgaria	Krauser	
32	Clive STIRRAT/Simon PRIOR	GB/GB	LCR Krauser	
33	John EVANS/Ian GAUNT	GB/GB	LCR	
34	Kenny HOWLES/Steve POINTER	GB/GB	LCR Krauser	Motorcycle Mart
35	Michael BURCOMBE/John GIBBARD	GB/GB	LCR Krauser	
36	Paul GÜDEL/Charly GÜDEL	Switzerland/Switzerland	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

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**MOTOR
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SHOW**

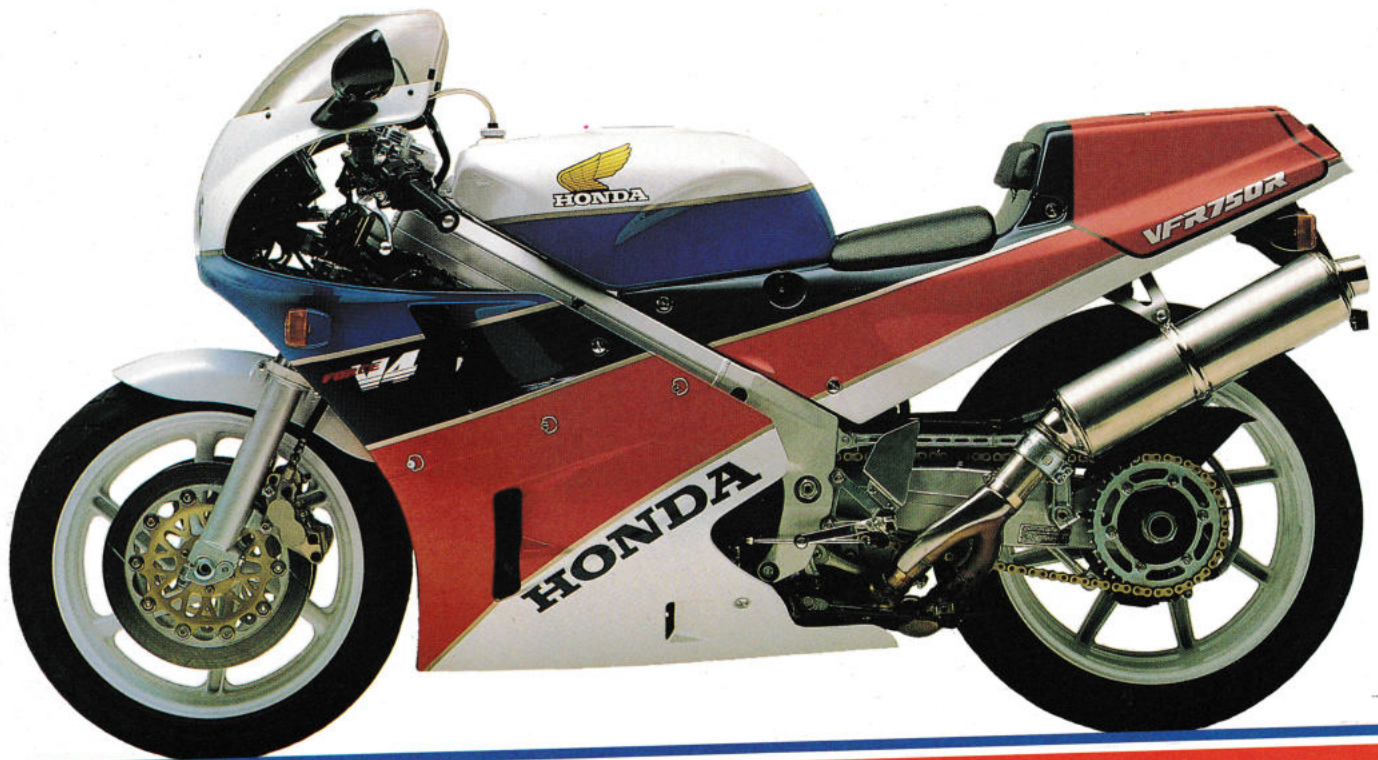
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VFR750R



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BE AWARE OF OTHER ROAD USERS AND NEVER RIDE AFTER DRINKING ALCOHOL.

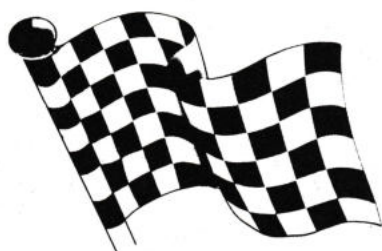
DONINGTON'S BOOST FOR TT SUPERBIKES

For 1989 Donington established a 5 round International TT Superbike series for machines complying to FIM regulations for World TT F1 and World Superbike Championships. The series opened at the King of Donington on June 18th, won by reigning World TT F1 Champion Carl Fogarty, and continues this weekend with two rounds – a semi-long distance event of 62.5 miles on Saturday followed by a 25 mile 'shoot-out' on Sunday. Both races have separate prize funds and count for points. The fourth round is at the FIM European Championship Meetings on the Grand Prix circuit here on August 27th and the final is at the big International meeting on October 1st.

Donington TT Superbike Championship. Positions after round 1: 1 Carl Fogarty, 20pts; 2 Steve Spray, 17; 3 Steve Hislop, 15; 4 Ray Stringer, 13; 5 David Griffith, 11; 6 Steve Manley, 10; 7 Mark Farmer, 9; 8 David Crampton, 8; 9 Roger Bennett, 7; 10 Tim Bourne, 6; 11 Richard Rose, 5; 12 Russell Benney 4.

The winner of the two races this weekend on aggregate race times, will win 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.

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The **Forecourt** is open 24 hours a day and sells both leaded and unleaded petrol and diesel. There's also a 5 programme car wash and a Car Vac.

If you're looking for accommodation, the **Granada Lodge** offers a high standard of bedroom accommodation at budget prices — all rooms have private bathroom, colour television, radio, wake-up alarm and tea and coffee making facilities — prices are just £24.50 for a single room or £27.50 for a twin/double/family room (sleeps 4).

For further information or Lodge reservations call (0532) 244237

DONINGTON TT F1 SUPERBIKE CHALLENGE

SATURDAY — Part 1 — 25 Laps — 62.5 miles — 100.5 kms — Start 17.00
SUNDAY — Part 2 — 10 Laps — 25 miles — 40.23 kms — Start 17.30

LAP RECORD — Niall Mackenzie (750 Honda) 1m 39.74s, 90.23mph (145.21kmh) Sept. 25, 1988

RACE RECORD — Niall Mackenzie (750 Honda) 88.45mph (142.34kmh) Sept. 25 1988

1988 RESULT — Sat — Brian Morrison (750 Honda) 42m 56.00s, 87.34mph (140.56kmh)

Sun — Brian Morrison (750 Honda) 16m 58.69s, 88.34mph (142.18kmh)

NO.	RIDER	TOWN/COUNTRY	MACHINE	ENTRANT
1	Mark PHILLIPS	Lincoln	Yamaha	Team Loctite Yamaha
2	Brian MORRISON	Kirkcaldy	Honda	Honda UK/Murray International/Silkolene
3	Terry RYMER	London	Yamaha	Team Loctite Yamaha
4	Carl FOGARTY	Blackburn	Honda	Appleby Glade
5	Trevor NATION	Salisbury	Norton	JPS Norton Racing
6	Steve HISLOP	Hawick	Honda	Honda UK Ltd
7	Darren DIXON	Dover	Honda	Francis Neill Racing
8	Robert HOLDEN	New Zealand	Honda	Southern Cross Racing
9	Roger BURNETT	Binbrook	Honda	Honda UK Ltd
10	Ian SIMPSON	Dalbeattie	Suzuki	Durex Suzuki
11	Gary THRUSH	Northallerton	Honda	Tillstons Motorcycles
12	Andy McGLADDERY	Darlington	Honda	Francis Neill Racing
14	Steve MANLEY	Clacton-on-Sea	Yamaha	
17	Rodney KNAPP	Hatfield Heath	Harris-Kawasaki	Aldridge Racing
18	Brent GLADWIN	Sheffield	Honda	Seward Agricultural Machinery
19	Marc GRANIE	France	Yamaha-Harris	Dubuisson Racing
20	Steve SPRAY	Nottingham	Norton	JPS Norton Racing
21	Paul IDDON	Stockport	Krauser Yamaha	
22	Phil ARMES	Norwich	Suzuki	Branchard Ltd
23	Dale ROBINSON	Northumbria	Honda	
24	Steven VEASEY	Bromley	Kawasaki	
25	Roger BENNETT	Penicuik	Honda	Penicuik Advanced Window Systems
26	Rory THOMSON	Larbert	TBA	Carrick Motorcycles
27	Dave REDGATE	Chatham	Yamaha	
28	Mike HODGES	Reading	Honda	
29	Nat WOOD	Norwich	Suzuki	
30	Steve CHAMBERS	Lincoln	Honda	Leeses Haulage
31	Dennis IRELAND	Market Bosworth	Honda	
32	Eric McFARLANE	Dunfermline	Yamaha	Team Loctite Yamaha
33	Dave WOOLAMS	Middlesbrough	Kawasaki	
34	Ray HUTCHISON	Richmond	Suzuki	
35	Colin GABLE	Andover	Honda	Sandfords Developments
36	Ray STRINGER	Nuneaton	Yamaha	Pro Print/TTs
37	Paul LEWIS	Coventry	Yamaha	Padgetts (Batley) Ltd
38	Robert DUNLOP	Ballymoney	Honda	P. J. O'Kane
39	Dave CRAMPTON	Leeds	Suzuki	Padgetts (Batley) Ltd.
44	Geoff JOHNSON	Richmond	Yamaha	Loctite Mitsui Yamaha
69	James WHITHAM	Huddersfield	Suzuki	Durex 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

Results: Part 2: 1st (£250) _____ 2nd (£200) _____ 3rd (£150) _____ 4th (£125) _____
 5th (£100) _____ 6th (£85) _____ 7th (£75) _____ 8th (£65) _____ 9th (£55) _____ 10th (£50) _____
 Winner's Time _____ Speed _____ mph Fastest Lap: No. _____ Time _____ Speed _____ mph

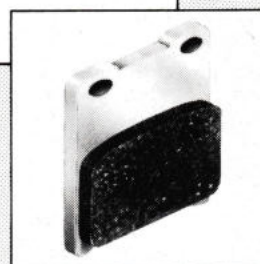
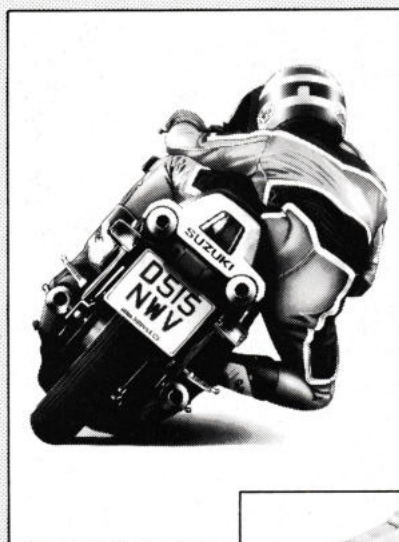
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STEVE HISLOP – TT's shining hero determined to go GP racing

Steve Hislop is preparing himself for the "big league" and that is why the outcome of the non-title Formula 1 races at this year's Shell British Grand Prix means as much to the cool Scot as gathering points does to World Champion Eddie Lawson.

"These two races at Donington could be very important as far as the future of my career is concerned," said Hislop. "There will be a big crowd watching and among them will be the team managers and talent scouts of the Grand Prix teams. Everything I am doing at the present time is aimed at getting in to world championship racing and the only practical way to do that is to get noticed by the people that matter whether they select the riders or hold the sponsorship purse strings."

Twenty-seven-year-old Hislop from the Borders town of Hawick only started racing full time in 1986 but already he has attracted the attention of the British based Honda UK team.

A full contract this year has given him the chance to go into the World Superbike and the TT Formula One World championships but he only sees this as a boost to his chances of getting in to what he describes as the "real thing".

"The only way to go Grand Prix racing is with a works team," he said. "I would like to be in with a chance of winning and as a privateer there is no hope. You can't buy your way in to a team – the only thing to do is put on performances that attract attention, that's why this Donington event is so important."

The works teams are always on the look-out for replacements and there's bound to be some re-shuffles at the end of the year. I reckon a year or two in F1 and Superbike should get me ready but if the chance came I might even be able to make the grade now."

There certainly is no doubting that Hislop does have a way of getting himself noticed as he proved a couple of months ago in the Isle of Man.

With the VFR 750 Honda originally prepared with former "King of the Mountain Course" Joey Dunlop in mind, he won the Formula One world championship race, and with a lap of the 37 3/4 mile course in 18 minutes 39.4 seconds, raised the outright official record to 121.34mph. Mind you he had done even better in practice with a lap at 121.99mph.

For good measure the young Scot took a Honda CBR to victory in the 600 Supersport race and with the VFR was again first across the line in the Senior TT to make it three wins in a week and equal the record of Dunlop and Mike Hailwood.

Hislop makes no bones about the fact he loves the TT and that it would be the event he would miss the most if the Grand Prix chance came along – despite hitting the deck at around 130mph when he crashed his Honda in this year's 250cc race.

"I just love riding round the place. You get sick of going in circles at the short circuits," he said. But that does not mean that he does not want to improve his showings at places like Brands, Cadwell and in particular here at Donington.

"At the TT it is somehow no problem for me to go out and win but on the short circuits I sometimes get it in my mind that I am not as good as the established top riders and ease back when I should be making an all out effort to get the better of them," he admits. "What I am needing is gaining the confidence to stop the 750 going in to corners as hard as I used to on the 250."

This year Steve has crashed more times than in any other season and one thing he aims not to repeat this weekend is what he did at Donington earlier this year. "I came off at the chicane three times in one meeting which certainly is not a proud achievement," he said. "The only good thing is that

we don't have that particular bend when we race the grand prix circuit!"

A schoolboy moto cross rider, Steve turned to road racing at the first possible moment. He was just seventeen when with the help of his father he took the Honda CR engine out of the motocrosser, slotted it into a Bultaco frame and headed off for Croft where he finished 18th in his first race.

Shortly after, his father died, and with the loss of his backing and financial support, Steve was forced to quit after just a couple of months.

When he was just a "wee tot" he had been taken to the Isle of Man when his father Alexander "Sandy" Hislop had raced in the 1979 and 1980 Manx Grands Prix, so it was not too surprising that racing in the Island grabbed his imagination.

Watching the 1983 TT proved too much and, without anybody knowing, he bought an old TZ Yamaha, got a Scottish national licence which he had enough points for, and entered the 350cc Newcomers Manx GP.

The bug was re-born and from then on he saved every penny to return to the Island each year, taking in the Manx again in 1984 before switching to the TT a year later.

By 1986 he was ready for a full scale return and after surprising himself with wins at Scarborough, Silverstone and Cadwell he decided to make a career in road racing and aim for the top.

"The only regret I shall have about racing in the shadows of the Grand Prix stars this weekend is that I won't be joining them on the journey to the next round in Sweden," said Hislop. "But then, who knows it could be a different story next year!"

We wish him well.

JOHN BROWN





SAVE THE CHILDREN FUND MAMOLA - FROM SUPERBRAT TO SAINT

by Barry Coleman

The ever-smiling, ever-joking people's champion can be a pain in the backside. There's nothing unusual in that. All great sports performers start out with weird wiring and as time goes by the strange pressures of their ambitions and the way in which they live will steadily make them more and more eccentric. Don't imagine that you are looking across the fence at regular guys. The boy next door is next door, not out on that racetrack.

Randy can be pretty uninspiring company - anything from thoughtful to withdrawn to just plain asleep. He was a bit like that the day he first went to visit chronically ill children in the Manfield Hospital in Northampton. Until he got through the door.

Then he practically exploded into that other, more familiar aspect of his personality. Grinning from ear to ear, he practically pounced on the children. Laughing, joking, telling stories, listening. The children were enthralled. He was like Santa Claus, or a conjuror. In some ways it changed their lives - and his. He's still in touch with children he met that day. When he got outside, he was close to tears.

Now here's an interesting thing that you may not remember. At the time, the press seriously disliked him. They said he was a brat. Actually, he wasn't, and never had been. He was an astonishing, complicated kid, who had turned into a complicated young man. What was needed was a way of understanding what he was all about.

His love of children seemed to provide the key to that understanding. Soon it was known that he was giving 20% of his prize money to Save the Children Fund and before long he was organising auctions and all sorts of other events to raise money. Gradually, more and more people in the sport became involved. Three years later, SCF, who have had the support of celebrity after celebrity over the years, say they have never before had the kind of commitment that Randy has given them. He is now their main man for morale boosting and fund raising.

That in itself is a pretty startling turn of events. It's a long time since motorcycling has had that kind of impact on the outside world.

So now, all of a sudden, we see Randy differently. In the press around the world, he's a saint. Well, that's wrong too. Saint he isn't. But what he is is something extraordinary by any standards - a sportsman who can see beyond the confines of his professional obsession to the realities of the world beyond.

Randy is letting a lot of light into motorcycle racing. People who have probably never given it a second thought - Princess Anne, for example - are now taking a quite different view. Here is a sport, it seems, with both a conscience and a message. Maybe we are beginning to say goodbye at last to the image that has for so long cost us our place at the high table of world sport.

SAVE THE CHILDREN FUND - HELPING THOSE WHO HELP THEMSELVES

The popular image of aid agencies is a big mistake. Save the Children Fund don't go swanning around either the UK or the Third World pouring hard-won money into problems with no solutions.

What they do is to assess precisely how they can set up a system - say for immunisation - and then, when it's up and running, move on. What they aim at is to train the local community and local medics and paramedics to run a system that works for them, in their way.

That's what Randy Mamola saw when he visited immunisation clinics in the wilds of Somalia. In Kenya, he saw the same principle applied to education, at the Starehe Boys' Centre, where the very poorest boys in the country are given a chance to attend what is consistently the best school in the country. Never be tempted to believe that the Third World is not attempting to overcome its own problems. Starehe's boys, for example, work with a commitment (and to a timetable) that simply shames most of us in the west.

Don't imagine either that these aid workers are any kind of soft touch. The mental and physical demands of their work and the places in which they do it calls for the kind of toughness you just don't need in the average job. It can be dangerous too. When Randy was in Somalia, the town that was SCF's base in the north had just come under rebel attack. Back in Nairobi, no-one knew if the SCF personnel were dead or alive.

It's tough growing up in our inner cities, too. That's where SCF concentrates its work in the UK - the sort of projects that Randy visited in Northern Ireland earlier this year.

So the organisation that the sport of motorcycle racing is now supporting with such enthusiasm is, in short, our kind of organisation. In so many ways, we already speak the same language. So it's not surprising that a mutual understanding and a real bond are beginning to develop between the two. It's a kind of adventure and where it will lead, no-one can say.

But let's get behind it. Today, and at every opportunity.

Save the Children would like to thank: Randy Mamola, Donington Park, Motosport, Cagiva Corse, RAT Motorcycles, Madison Cycles, Motor Cycle News, Carental (Daventry), HSS Sightsound and all those spectators and participants in the sport of motorcycle racing.



JOCK TAYLOR

(9 March 1954-15 August 1982)

The winners of the Shell British Sidecar Grand Prix will receive the Jock Taylor Memorial Trophy, in memory of the 1980 World Champion.

**Shell**

British Motorcycle Grand Prix

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Marshals Club: S. Angel i/c

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Anne Brown, Simon Cooke, Neil Webster,
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Jaguars supplied by Jaguar Cars
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Renault 19 supplied by Renault UK

COURTESY BUSES:

Supplied by Leyland Daf

Mr. Bill Smith (right), Chairman of the
Auto-Cycle Union and Mr. Tom
Wheatcroft (left), Chairman of
Donington Park, signing the official
contract on March 21, 1989, whereby
Donington was awarded the British
Grand Prix for 1989, 1990, 1991, 1992 &
1993.



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NOTICES

Conditions of Admission WARNING TO THE PUBLIC

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

It is a condition of admission that all persons have 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.

Camp Site

NO PUBLIC CAMPING WHATSOEVER IS PERMITTED IN CIRCUIT ENCLOSURES.

The campsite is located behind McLeans Corner.

The public houses in the local villages will be closed during the Grand Prix. A bar will be installed at the campsite Friday and Saturday evening. Drinks will be sold at local pub prices. There will also be food available. On Friday and Saturday night we will install a large video screen and show the latest Grand Prix films and 1989 Isle of Man TT films.

In addition to the films, there will be the exciting new Motor Cycle News Grass Track Trophy Event (free admission) held close to the campsite on Saturday August 5th, practice 6.00pm, racing 7.00pm-9.00pm. On Friday August 4th The Motorcycle Show in The Exhibition Centre will be open until 8.00pm. There will be an Auction in aid of Save the Children of memorabilia at 7.00pm, admission £1 adults, 50p children. Do not take your vehicle to either of the above events as you will be refused access to the respective areas. See the circuit map for the location of the two events. Firewood will be available just outside the main entrance to the campsite and at certain points in the campsite. For those wanting camp fires, keep your fire under control.

Police, First Aid and telephone area available adjacent to the main entrance to the circuit. Toilets and drinking water are available close to the campsite main entrance.

A mobile grocery shop will be at the main entrance of the campsite as follows: Thursday 5pm-7pm. Friday 7am-9am and 5pm-7pm. Saturday 7am-9am and 5pm-7pm. Sunday 7am-9am. Also meats, fruits, newspapers and drinks will be available from Coppice Cafeteria (at main entrance) each day from Wednesday afternoon. Coppice Cafeteria will also be open for hot meals, snacks, etc. each day until approx. 5pm. Have a good weekend: bear in mind the police and stewards are there to help you.

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. IT IS PROHIBITED TO SIT ON THE ROOFS OF ANY PERMANENT OR TEMPORARY BUILDINGS INCLUDING ALL TOILET BLOCKS, HOSPITALITY SUITES, BARS ETC.

ANY PERSON DISREGARDING THIS WARNING WILL BE ASKED TO LEAVE THE PREMISES AND IN ANY EVENT WILL BE DEEMED TO HAVE ABSOLVED THE PROMOTERS AND ORGANISERS OF THE MEETING AND THE OWNERS OR OCCUPIERS OF THE LAND FROM ALL LIABILITY IN RESPECT OF ANY DAMAGE TO PROPERTY OR INJURY TO PERSONS RESULTING THEREFROM.

ALWAYS KEEP BEHIND THE SPECTATOR RAILS AND FENCES - FOR YOUR OWN SAFETY.

Postponement of the Meeting

The organisers/promoters reserve 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 valuable 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.

Filming Copyright

The promoters will take whatever steps are necessary to ensure that it is a condition of public admission to the event that the copyright in any film or other form of moving picture shall be the property of the BBC and ISC and shall not be used for any form of public advertisement or display or for any other purpose, except the private enjoyment of the person making the film, without the written consent of the BBC and/or ISC.

GRANDSTAND SEATS — SUNDAY

Individually reserved grandstand seats for the covered main startline grandstand cost £18 (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 £4 centre charge will be deducted from the £18 grandstand cost.

CENTRE TRANSFER — SATURDAY & SUNDAY

Centre Transfers, costing £2 Saturday, £4 Sunday 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 Grandstand	Centre Transfer
	Adult	Child	Adult/Child	Adult/Child
THURSDAY	£3	Free	Free	Free
FRIDAY	£5	£1	Free	Free
SATURDAY	£7	£2	Free	£2
SUNDAY	£13	£4	£18	£4
			(includes Centre Transfer)	

FAST FOOD PRICE LIST — MOBILE CATERING UNITS AROUND CIRCUIT

Hamburger 4oz	£1.40	Chicken and Chips	£2.25
Cheeseburger 4oz	£1.60	Pie and Chips	£1.60
Standard Hot Dog	80p	Fish and Chips	£2.00
Jumbo Hot Dog/Double Dog	£1.20	Tea	30p
Bacon Roll	80p	Coffee	40p
Steakwich (2 slices)	£1.50	Chocolate	40p
Sausage and Chips	£1.50	Bovril/Oxo/Soup	40p
Double Sausage and Chips	£2.00	Soft Drinks	50p

BARS AROUND CIRCUIT

Draught Bitter & Lager	£1.10 per pint
1/2 pint soft drinks	50p
Cans soft drinks	50p
Cans of Bitter & Lager	£1.00
Bottles of wine	£1.00

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

FLAG SIGNALS

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

National flag:

starting flag (replaced by a light signal)

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.

Black flag with white number on a black signalling board:

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

Flags used at the observation/marshal posts

Yellow flag:

signal of danger

— shown "motionless":

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, crossed:

premature stopping of the race. The drivers must slow down, must not overtake and must slowly proceed to the parc fermé or an area indicated to them by the officials

Green flag:

all clear

White flag "waved":

slow moving intervention vehicle on track

Blue flag:

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

— shown "motionless":

soon to be overtaken

— shown "waved":

about to be overtaken.

WORLD CHAMPIONSHIP PRIZE SCALES

payable in Swiss Francs

Position	125cc	250cc	500cc	Sidecars
1.	6.100	9.000	16.000	12.000
2.	4.900	7.100	12.000	9.000
3.	3.800	5.600	9.000	6.500
4.	3.000	4.300	7.000	5.000
5.	2.400	3.400	5.000	3.800
6.	1.900	2.900	4.000	3.100
7.	1.600	2.500	3.600	2.700
8.	1.350	2.200	3.300	2.400
9.	1.100	1.900	3.000	2.200
10.	1.000	1.700	2.700	2.000
11.	950	1.600	2.600	1.800
12.	900	1.500	2.500	1.700
13.	850	1.400	2.400	1.600
14.	800	1.300	2.300	1.500
15.	750	1.200	2.200	1.400
16-20	600	1.100	1.900	1.200
21-25	500	1.000	1.500	1.000
26-30	400	800	1.300	—
31-36	400	500	1.000	—
41.300		65.100	107.100	67.700

TRAVEL INDEMNITIES

The following travel indemnities are paid to each of the riders qualified for the race:

125cc Swiss Francs 600.— 500cc Swiss Francs 900.—
250cc Swiss Francs 700.— Sidecars Swiss Francs 900.—



Moët & Chandon Double Magnums and Magnums of Champagne are presented to the first three riders in each race.

DONINGTON FORTHCOMING MOTORCYCLE FIXTURES '89

F.I.M. EUROPEAN CHAMPIONSHIP MEETING

GRAND PRIX CIRCUIT August 26/27

SATURDAY AUGUST 26

Official Practice 09.00–18.30

SUNDAY AUGUST 27

Untimed Practice 09.00–11.50

F.I.M. European Championship 125cc

20 laps 12.30

F.I.M. European Championship 250cc

24 laps 13.45

F.I.M. European Championship Sidecars

20 laps 15.00

Donington TT Superbike Championship

15 laps 16.15

International Supersport 600 Race 15 laps 17.00

EBC Brakes Superstock Pro Series 15 laps 17.45

ROGER MARSHALL TROPHY MEETING

GRAND PRIX CIRCUIT

September 30/October 1

SATURDAY SEPTEMBER 30

Autoglass Tour Speed Trials from 9am

Motorcycle practice from 12.30–18.30

SUNDAY OCTOBER 1

Official Practice 09.00–12.35

Ten Superb Races: 1st Race 1.30pm

Roger Marshall Trophy – final round in

Donington TT Superbike Championship:

2 x 12 lap races

Plus Motor Cycle News A.C.U. British

Championships for: TT Formula 1,

250cc GP, Supersports 600, 125GP,

TT Production, Supersports 400,

Open Sidecars, Formula 2 Sidecars

SUNDAY OCTOBER 29

M.C.A. A.C.U. Star UK Championship Finals + Motor Cycle News Ministock Final – Final Major National Meeting of the season for all classes – Admission to Trackside Enclosures: Adults £6, Children £1

THRUXTON near Andover, Hampshire – SHELL OILS ACU SUPERCUP – Sunday, August 20th

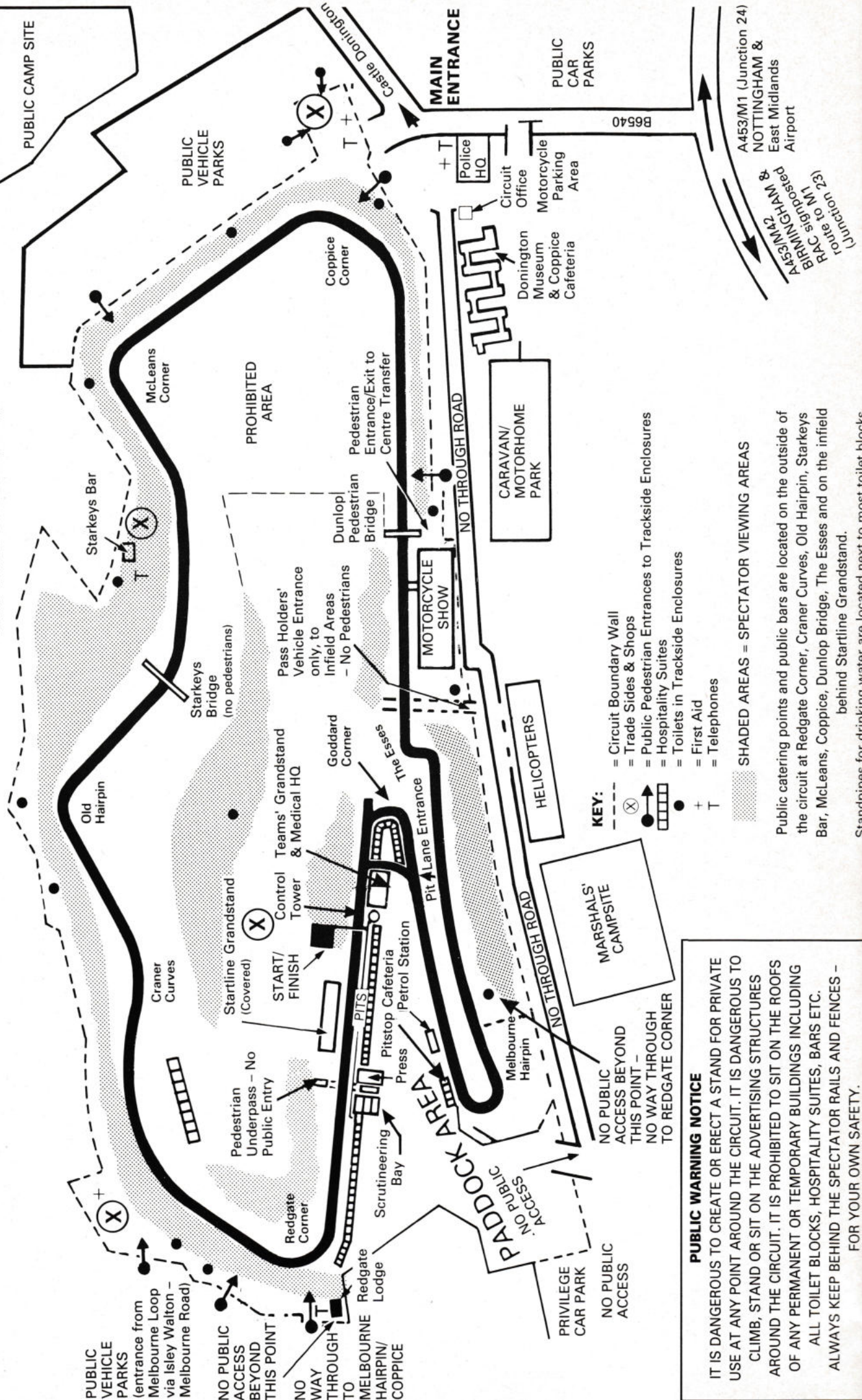
Thruxton's biggest-ever motorcycle meeting featuring round 3 in the TV Supercup Series for 750cc TT Formula 1, Superbikes, 600cc Supersports, 250cc GP, 125ccGP, Sidecars

1st Race 1.40pm. Practice 9am – Admission to Trackside Enclosures: Adults £7, Children £1.

The Donington Park Race Circuit

2.5 miles, 4.02kms

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 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.



Public catering points and public bars are located on the outside of the circuit at Redgate Corner, Craner Curves, Old Hairpin, Starkeys Bar, McLeans, Copcice, Dunlop Bridge, The Esses and on the infield behind Startline Grandstand.

Standpipes for drinking water are located next to most toilet blocks.



1



2



3



4



THE COLLECTION

- 1 Sekonda 6 function LCD stop-watch - stop/lap - split times to 100th sec. - watch - day/date - alarm - matt black finish - removable neck cord - guaranteed 12 months (exc. batteries) - assembled in Hong Kong.
- 2 Hadson 'Windguard' Piezo electronic ignition gas lighter - lift up windshield - matt black finish - Japanese made.
- 3 Large capacity sports holdall - hardwearing - wraparound handles/shoulder strap - 'double zip fastener' - zipped end pockets - matt black finish.
- 4 Hanimex 8x21 roof prism binoculars - ultra compact - superlight - shock resistant - rubberised casing - centre focusing - matt black finish - pouch case - Korean made.

HOW TO COLLECT

The JPS Norton Collection comprises the best in coordinated equipment designed for motor racing enthusiasts. You can buy these items at the JPS Norton stall or by filling in the application form below and sending it to: JPS Norton, P.O. BOX 1, Portishead, Bristol BS20 8BR.

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2	£ 6.99		
3	£24.99		
4	£39.99		

0625

£



No prizes for guessing who's awarding the trophies.

The most prestigious event in the British motorcycle racing calendar, and some of the most impressive trophies ever awarded. Who else could it be but Shell?

