



  
**DONINGTON**  
THE HEART OF BRITISH MOTOR SPORT



# British Motorcycle Grand Prix

Sunday, August 4, 1991

Official qualifying August 2/3



*Britain's  
rounds of  
the FIM World  
Championships  
for 125cc, 250cc,  
500cc and Sidecars*

Organised by

Promoted by



BRITISH MOTORCYCLE SPORT



**Official  
Programme £3.50**

*For conditions of admission  
see inside*

Are you ready for Top Gun?



**GSX-R1100**

The top selling Superbike in Britain... arguably the best high performance machine around... armed with the very latest race-bred technology... refined for '91... the ultimate number 1... the Suzuki GSX-R1100... Top Gun.

Are you ready?



**THE POWER OF TECHNOLOGY**

Heron Suzuki PLC, Information Department, 46-62 Gatwick Road, Crawley, West Sussex RH10 2XF. Tel: (0293) 518000

HERON A Heron International Company

**GSX-R1100 £6399** All prices are inclusive of Car Tax and VAT. All models carry a 12 month Unlimited Mileage Warranty. On road and Manufacturer's delivery charge at additional costs



For full information on Basic Learner Training and details of your local Suzuki Training Advisor contact the **SUZUKI TRAINING HOTLINE** Freephone 0800 58 57 56



This motorcycle has been designed and developed for the experienced rider. Always wear protective motorcycle clothing. Ride safely. Show your skill by being aware of all other road users. Call the B.M.F. for information on 'Blue Riband' advanced motorcycling techniques 082571 2896.

Please send me more information about the Suzuki GSX-R1100.

NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

POST CODE: \_\_\_\_\_

AGE: \_\_\_\_\_



Britain's Rounds of the FIM



125cc, 250cc, 500cc  
and Sidecar World  
Championships

Organised by the AutoCycle Union

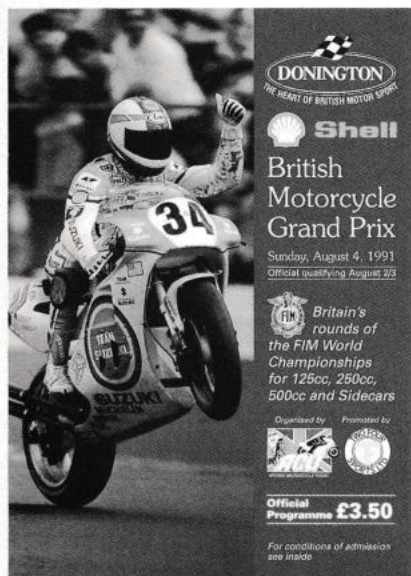


The meeting will be held under the Code of the FIM, the national sporting code of the ACU and the supplementary regulations of the meeting.  
IMN 01/11 ACU Permit 1115  
PCL 006

Presented and promoted by



Two Four Sports Ltd  
Donington Park  
Castle Donington  
Derby DE7 2RP



Cover picture - Kevin Schwantz wins the 1990 Shell British Motorcycle Grand Prix.  
(Pic: Allsport)

**The Official Programme of the Shell British Motorcycle Grand Prix**

Editor: Dave Fern

Contributors: John Brown,  
George Turnbull, Mat Oxley,  
Andrea Coleman

Photographers: David Goldman,  
Allsport, Rothmans and Marlboro  
picture services, John Colley

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



**British Motorcycle Grand Prix**  
**Donington Park - August 2, 3, 4, 1991**

**CONTENTS**

Welcome messages from  
Josef Zegwaard, Jim Parker, David Pirret  
and Tom Wheatcroft ..... 2

Headlines ..... 4

500cc Title Countdown ..... 5

Colour action from the 500cc pacemakers ..... 6

1991 FIM World Championships - the story so far .. 16

Timetable ..... 29

Conditions ..... 30

Officials of 1991 Shell British Motorcycle GP ..... 31

Latest Championship Positions ..... 32

125cc Lap Chart - Grid - Records ..... 33

125cc Entry List ..... 34

250cc Lap Chart - Grid - Records ..... 35

250cc Entry List ..... 36

500cc Lap Chart - Grid - Records ..... 37

500cc Entry List ..... 38

Sidecar Lap Chart - Grid - Records ..... 39

Sidecar Entry List ..... 41

Superbike Lap Chart - Grid - Records ..... 42

Superbike Entry List ..... 43

Circuit Map ..... 44

Hislop's chance ..... 45

Ron and Norton are back ..... 46

Not just a bit on the side ..... 48

Luca-Bradl, it's close ..... 52

Teenage Champ to win again? ..... 56

Colour action from the 125cc and 250cc racers ..... 58

Webster's strength ..... 60

Big power favourites ..... 64

Look to the future ..... 70

Day of Champions ..... 71

**Next motorcycle race action here**  
**Saturday/Sunday September 28/29**  
**FIM World Endurance Championship**  
**plus "King of Donington" Superbikes**

# "Welcome to the 1991 Shell British Mo

**Josef Zegwaard**  
*President,  
Road Racing  
Commission, FIM*



**Jim Parker**  
*Chairman,  
Road Race  
Committee, ACU*



**Another year has gone by, another British Grand Prix has come to "the Heart of British Motor Sport".**

Once again it is my privilege to welcome you all to this important event which is being held under a number of somewhat special circumstances.

We face a very turbulent time during the current discussions on the future development of the 500cc Road Race class, which have recently generated a lot of comments, not always making sense.

It would be nice to hear a few positive suggestions from some people who always know what others' failures are, rather than negative criticisms without any commitment.

The F.I.M.'s position is simply that we need to fulfil a duty on behalf of everybody, national federations, organisers, promoters, hundreds of potential competitors – not just a happy few – and most of all you, the spectators footing the bill.

You can be sure that we will keep doing everything possible to meet this obligation.

Another very special aspect to be considered is the fact that we have two British-built motorcycles in the competition this weekend, piloted by British riders, and I gather it is a very special thing to the regular Donington visitor that one of these riders is Ron Haslam on what he regards to be home ground.

We wish both the Norton and the Roton all the success for which they hope.

If we add to this the fact that Steve Webster and Gavin Simmons come to the British Grand Prix leading the points table for the World Championship in the sidecar class, I think we can say that all the ingredients are there for an exciting weekend of racing.

I want to wish you all, on behalf of the F.I.M., a most enjoyable event and possibly to witness an outstanding performance by your compatriots.

Also "thank you" everybody in this massive organisation for all that has been done to make it happen.

Have a safe journey home!

**It is my privilege and pleasure to extend to you, on behalf of the Auto Cycle Union, the governing body of British Motor Cycle Sport, a very warm and sincere welcome to the Shell British Grand Prix at Donington, the fifth occasion our premier motor cycle event has been held at this superb parkland circuit.**

The British rounds of the Federation Internationale Motocycliste World Championships are being staged against background rumblings of a possible change to the 500cc category. In order to reduce costs and thereby bolster dwindling grids, the F.I.M. are contemplating changes to the formula by replacing the current two-stroke/four-cylinder bikes with four-stroke/four-cylinder machines.

Whilst this radical proposal has set off some dramatic reactions within the sport, it will not affect your enjoyment today when you will see the finest riders in the world racing the most technologically advanced and most powerful 500s ever produced.

And don't forget the Grand Prix is not just about 500cc machines, for the 125cc and 250cc classes provide even closer racing and our own sidecar heroes, Steve Webster and Gavin Simmons could be on the way to a fourth world title.

Donington Park has established a reputation second to none over the past four years. It is a proud record which I am sure will be enhanced still more this weekend. For that we must thank the circuit owners, Mr. Tom Wheatcroft and both Maurice Jones and Robert Fearnall of Two-Four Sports for their organisation and promotional skills. Their staff, too, must be congratulated for the glorious condition in which Donington Park is maintained.

Many others should also be praised for their work in putting on the Shell British Grand Prix, but my thanks go particularly to Shell for their continued support, to my colleagues on the Race Committee and, of course, to our A.C.U. officers and staff. I must also acknowledge our alert and enthusiastic medical teams and our marshals who rank among the best anywhere in the world.

And to you, the fans, many thanks for your support, it is greatly appreciated. Have a good weekend.



Britain's rounds of  
the FIM World Championships  
125cc, 250cc, 500cc, Sidecars.

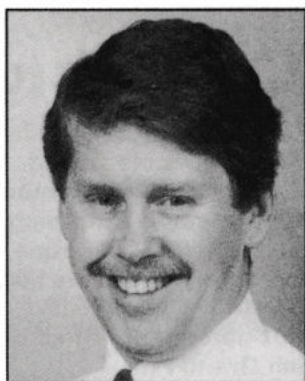


Organised  
by the  
AutoCycle Union

# Motorcycle Grand Prix at Donington Park"

## David Pirret

*Managing Director,  
Shell Oils*



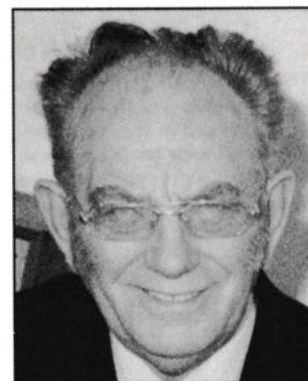
This weekend provides for the seventh year in succession of Shell's support for the British Motorcycle Grand Prix. The continuation of our support demonstrates the high regard that we have for the organisation at Donington Park Circuit with the continued high degree of professionalism displayed by the organisers at what is acknowledged to be one of the world's leading Grand Prix.

Our continued support demonstrates Shell's commitment to the interest of world sport, together with our business objectives of proving our products at the highest levels of all forms of motorsport. The Shell ACU Supercup is in its third year and is acknowledged as the finest road racing series ever promoted within the UK and the combination of the British Championship and the British Motorcycle Grand Prix is a considerable commitment on Shell's part and helps provide a great deal of support for British road racing.

The quality of the facilities at Donington Park continues to improve each year and I am sure we will have an exciting weekend of motorsport at this fine circuit. Shell extends its thanks to Tom Wheatcroft, Two Four Sports, the officials of the ACU and, of course, the marshals, officials and competitors who will provide the expertise to make this weekend successful. On behalf of Shell I wish everyone at Donington Park an enjoyable and safe Shell British Motorcycle Grand Prix.

## Tom Wheatcroft

*Chairman,  
Donington Park*



Donington Park is delighted to host the Shell British Motorcycle Grand Prix for the fifth successive year – there is no doubt that this event has become the focal point not just of our annual calendar of events, but also countrywide.

I am pleased to welcome everyone to this special event, which has proved to be one of the most enjoyable on the calendar, and, with the present thrilling state of the various World Championships, this year promises to be better than ever.

Donington has now established itself as the home of the British Motorcycle Grand Prix and this season underlines its stature as it hosts no less than three different World Championship events – the Easter World Superbike meeting gave us an ideal starter, and still to come after the Grand Prix is the British round of the Endurance Championship.

The circuit also hosts the European Championships and domestic action covering both the Clubman and the leading competitors, battling for points in the Shell Supercup British Championship.

This status has not been easily achieved – the circuit and its facilities have been designed to provide the right environment for the riders and their teams to go about their business and also for the public to watch and enjoy the race action.

Now, Donington and the big events go hand in hand, just as they did in the circuit's earlier history. Our heritage shows that in the 1930s Grands Prix for both cars and motorcycles were held at the "heart of British motorsport".

It is still my hope that one day, sooner, rather than later, Donington will again stage a car Grand Prix.

We are in top gear now to maintain the tradition – there are direct links today with the '30s. A Norton racing in the 500cc race, the return of Triumph to the track, as the official course motorcycles.

And, in this the Diamond Jubilee year of the first ever motorcycle race at Donington we intend to make this Grand Prix once again the best in the world.

To all of the competitors, every success. To the spectators, have a terrific weekend – it promises to be the best ever racing.



Official Sponsors

**Shell**





## Check the points out

Time to get the calculators out – remember in this year's FIM World Championship, riders drop their two worst scores, and this has a dramatic closing effect on the points tables.

Wayne Rainey's fourth Grand Prix victory of the season two weeks ago at Paul Ricard, gives him a total of 168, but he will have to shed, as things stand at the moment the seven points scored in Italy and the 15 scored in Japan, giving him effectively 146 points.

Michael Doohan, with a total of 160 points, ditches a zero score from the Dutch TT, he slid out of that race while lying third, and the 15 points from a third place in Germany, leaving him with an effective tally of 145.

Can't be much closer? There is still all to play for, with Kevin Schwantz, on the road 136, but with a counting total of 127 just a good score away from the two front runners. Donington could be the decisive race in the championship.

And, that is certainly the case in the sidecars. Two mechanical failures have meant no points for Steve Webster – he keeps his full points score of 117, but Rolf Biland has to shed 13 leaving him on 95. Just the stimulus the Yorkshireman needs to go all out for victory here – it could put him well on course to regain the world title.

Loris Capirossi, the defending 125cc champion has to drop two third placings, as things stand at the moment, reducing his points from 151 to 121, while Fausto Gresini, standing on 136 loses a zero score and 13 points, leaving him on 123 and it's much the same situation in the 250cc battle.

Luca Cadalora drops two 11 point scores to stand on 147 while Bradl loses an eight and nine point return to stand effectively on 141.

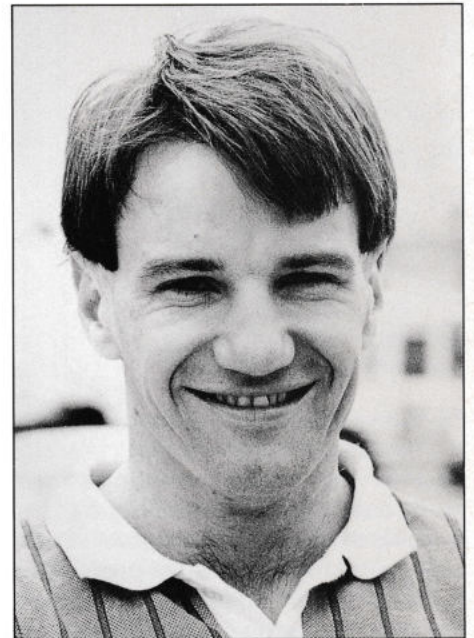
It's certainly going to make for electric action here.

## Niall's back in "big time"

Niall Mackenzie is set to return to the World 500cc Championship here this weekend – the 30 year old Scot will be riding a Yamaha with support from Castrol, in an eleventh hour deal finalised as we closed for press. Last time out on a Yamaha here, remember, Mackenzie led the GP, briefly.

Mackenzie is delighted by the news. "I've set my heart on racing at Donington in my home Grand Prix," he said as he left for Japan to compete in last Sunday's prestigious Suzuki Eight Hours race, riding a Yamaha.

Fourth in the world last year, Mackenzie found himself out of a ride at start of the season, with Didier de Radigues taking over at Suzuki – the Scot turned to the World Superbike Championship, signing a two year deal with Honda, riding alongside Carl Fogarty. But, results were modest. Mackenzie's heart was still in Grands Prix.



"Things were not working out and I was not happy". He was released from the contract in June and immediately set about trying to secure a Grand Prix ride.

"I intend to run for the first time with my number four plates at Donington – my heart is in there and in Grand Prix racing. I want to continue then and finish the season, hopefully getting something lined up then for next season."

## Aprilia on the 250 pace

Keep an eye on the Aprilias of Loris Reggiani and Pier Francesco Chili in the Shell 250cc British Grand Prix – the Italian marque is going for a hat-trick of victories in successive races.



It's quite a performance against the Japanese might, led by Luca Cadalora on the Rothmans Honda, but his dominance is being questioned by the front running performances at Assen and Paul Ricard.

Chili took the glory at Assen and might well have snatched more in France, but there it was Reggiani (pictured) who took charge with a flying performance that took him five seconds clear at the front of the pack.

Chili meanwhile was locked in a battle for the placings, almost losing out and pulling a great wheelie before settling for fourth place just adrift of Bradl and Cardus.

Can the Italian team do the business here? It's a tall order, with Cadalora desperate for another maximum points score to maintain his title challenge.

# 500cc Title Countdown

Last year the battle for the 500cc World Championship was all but over by the time the GP show hit Donington.

Such was Wayne Rainey's early season domination that sole rival Kevin Schwantz needed the Californian to make a major mistake and Rainey doesn't often mess-up. Schwantz won Donington and then went and crashed at the next two races. And that was the end of that.

This year couldn't be more different. Just like 1989, there are three men who are doing all the winning in the 500 class. But the Grand Prix hierarchy has shifted since the all American trio of Rainey, Schwantz and Eddie Lawson dominated two years ago.



by  
**Mat Oxley**

In 1991 it is Schwantz and Rainey once again but a new name has joined them in the contest for motorcycling's greatest prize – the 500cc world championship. Now it's a young Australian who's joined in the fun, aiming to wrench the 500cc title from America's grasp.

Michael Doohan has been in the thick of some truly breathtaking races this season. And after nine rounds he shared the victory spoils fair and square with the Americans – each had won three races. Then Rainey edged further ahead with a fourth win in France.

Doohan was racing GPs in '89 but he didn't make it to Donington – a week earlier he'd mangled a finger when he crashed while leading the Suzuka Eight Hours in Japan.

Last year he rolled up for his first ever race in Britain and finished fourth behind those same three Americans who'd had it all their own way a year before.

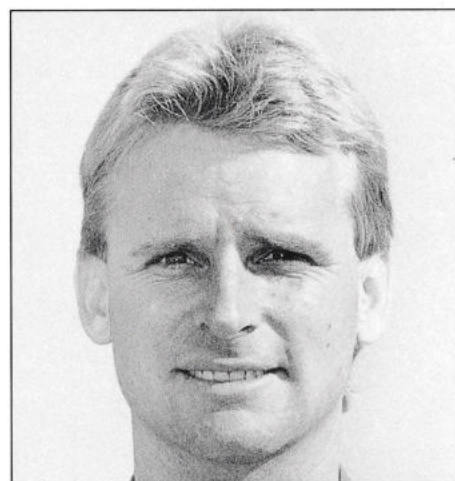
Doohan's talent and rugged determination were obvious the moment he first stepped aboard a

## WAYNE RAINEY

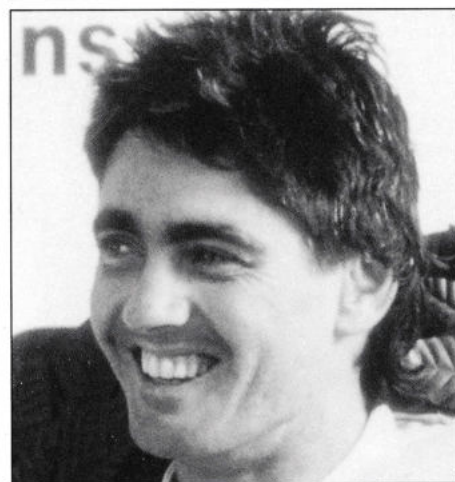
Marlboro Yamaha

Donington winner 1988  
World champion 1990

*"Anything can happen – it's going to be very close at the end of the season"*



	J	Aus	USA	E	I	D	A	Eur	Ned	F	TOTAL
'91 Points	15	20	20	15	7	17	17	20	17	20	168



## MICHAEL DOOHAN

Rothmans Honda

*"It's going to be closely fought right through to the end of the season"*

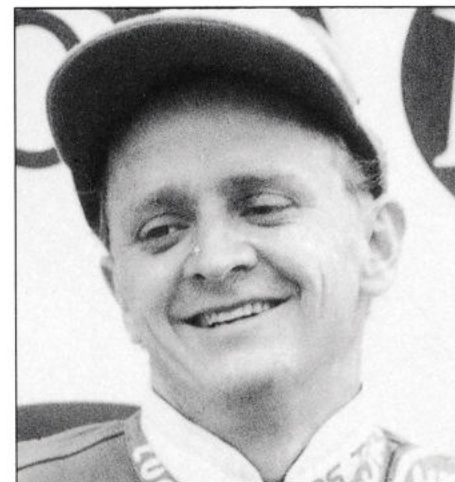
	J	Aus	USA	E	I	D	A	Eur	Ned	F	TOTAL
'91 Points	17	17	17	20	20	15	20	17	0	17	160

## KEVIN SCHWANTZ

Lucky Strike Suzuki

Donington winner  
1989, 1990

*"We used a new chassis to win at Assen just when we seemed to be slipping out of it we fought back – I reckon now it will go all the way to the final round"*



	J	Aus	USA	E	I	D	A	Eur	Ned	F	TOTAL
'91 Points	20	11	15	0	9	20	15	13	20	13	136



Wayne Rainey –  
Marlboro Yamaha



Eddie Lawson – Cagiva



Kevin Schwantz – Lucky Strike Suzuki





*Fics David Goldman*



*Michael Doohan – Rothmans Honda*



Tyre technology is all important – Rainey discusses the latest compound with a Dunlop specialist.

500 GP bike in '89. His slightly alarming, hunched forward style demanded attention. It also proved a little too much. The young Gold Coaster's early learning on the 500 was done the hard way. As a 1991 500 pupil John Kocinski says: "The bikes are angry bears, mess with them and they're gonna bite back."

Doohan (26) admits the fearsome Honda NSR500 scared him at first. It didn't behave like any other motorcycle he'd ever ridden. In fact the thing was virtually unrideable. But Honda have come a long way since then.

Last year's bike was a revelation. Doohan won his first GP in Hungary and was a fraction of a second off winning again at home in Australia. He began 1991 where he left off 1990 and until he dumped it in fine style at Assen he'd been on the rostrum ten GPs in a row.

That consideration is what has made Doohan such a danger to current champ Rainey. While Rothmans Honda team mate Wayne Gardner swings wildly from glory one weekend to despair the next, Doohan just keeps plugging away. He was second in the first three '91 GPs, won the next two, slumped to third when his tyre broke up in Germany, was back on top in Austria and second at Jarama. Then came Assen.

If leading a world championship for the first time is stressful, Doohan hardly shows it.

"What a hassle," was the strongest thing he could think to say after he hit the deck in Holland.

The 26-year-old carries the kind of 'no worries' attitude you'd expect of a man whose formative years were spent on the golden sands of Australia's west coast. But underneath there is anxiety. Doohan's already grey on top and the youthful features he brought to Europe two years ago have been weathered and hardened by the jolts of top flight GP racing.

He talks very matter-of-factly about the season though and will never be drawn into speculation of the series outcome. He dodges questions which deal with the future, much preferring to talk about what's happening now.

Like Rainey and Schwantz, Doohan has tested at Donington in

the run up to the GP and has reason to be optimistic about his chances. But there's no bullish 'I'm gonna smoke 'em' talk.

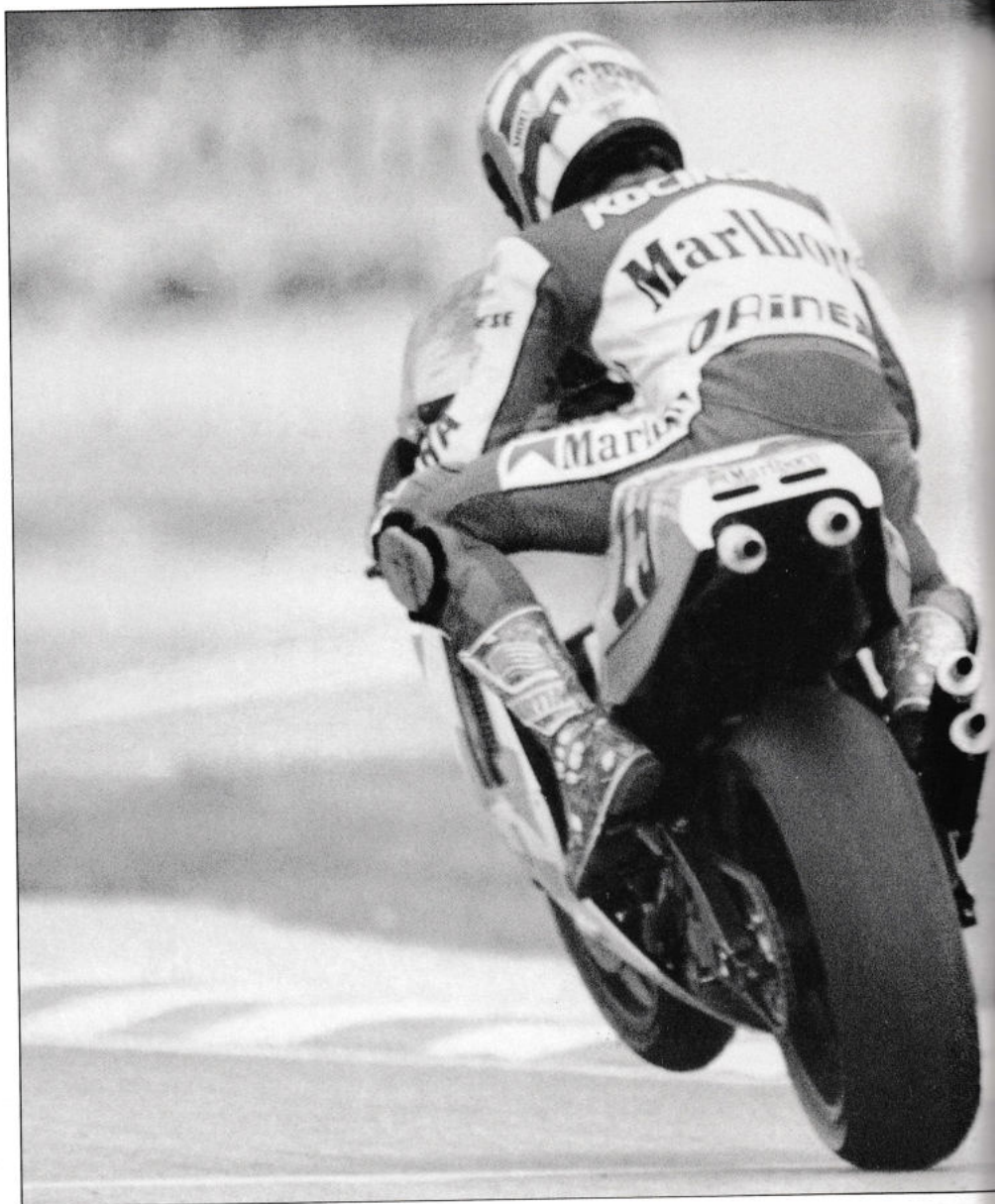
"This year our bike seems to be working pretty well on tight tracks and it's good through the fast stuff at the back of Donington."

---

***"This year our bike seems to be working pretty well on tight tracks and it's good through the fast stuff at the back of Donington"***  
**– Michael Doohan**

---

His only real worry is the weather. The NSR differs from the twin crankshaft Yamaha and Suzuki in using a single crank motor. Thus it wins on outright power but the revs pick up so fast that wheelspin is a major problem



in the dry, let alone the wet.

Doohan has turned the NSR's vicious 170bhp to his advantage and wheelspin is a vital part of his cornering technique. As he says: "If the Honda isn't spinning, it won't turn out of the corner."

Rainey attests to the speed of the Honda, undoubtedly the fastest 500 of 1991:

"The Honda's a missile but Mick's riding the hell out of it."

Winner of an injury-hit championship last year, Rainey has shown this season that he's just as hard a competitor when the going gets tough. After the first three globe-trotting GPs in Japan, Australia and America the Marlboro Team Roberts pilot led the points with two wins and a second. It almost seemed like we were in for another year of Rainey domination.

*250cc World Champion John Kocinski – rising talent to trouble the establishment.*



Pic: David Goldman

But Rainey's year began to fall apart as soon as he arrived in Europe. In Spain his front tyre blistered and he limped home third. In Italy a week later his rear tyre chunked so badly that he was forced to do what bike GP racers never do – pit for a new tyre mid-race.

Dunlop have made amends since (and they won six of the first nine GPs) but even when he's winning, the Marlboro Team Roberts pilot is still wary something might go wrong next time.

His performance at Jarama, where he left Doohan for dead, and at Assen, where he led till the final turn, seem to prove Dunlop have got it right, even if Rainey showed at Assen that he's not really Mr. Perfect.

Rainey (30) rarely makes a mistake so when he finally does, people talk about it. The man who's only finished off the rostrum once since August 1988 had Assen wrapped up until he entered the last turn too fast, ran on to the grass and let Schwantz through for victory. Rainey was mad with himself afterwards.

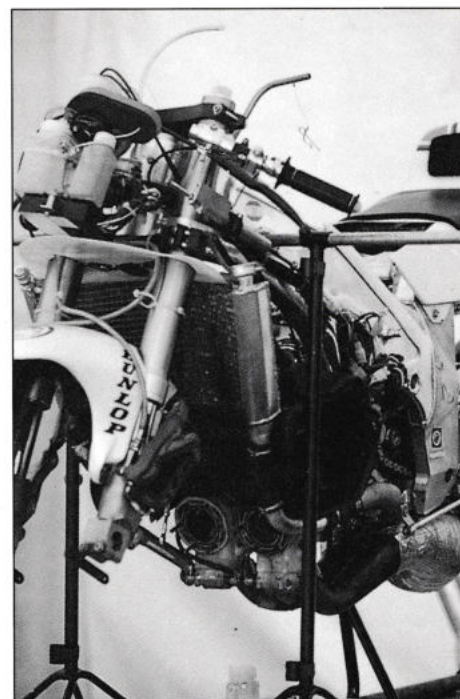
"That was a rooky's mistake – really, really, really stupid."

Rainey won his first GP at Donington, something he'll never forget: "For sure winning that race in '88 was the high point of my career until I won the world title. And I still think Donington's one of the most prestigious races to win."

Rainey hasn't, however, been able to get the better of Schwantz in his last two visits to the track. His Yamaha YZR500 is a great all-rounder, stable and rideable, but in '89 and '90 it couldn't match Schwantz's nimble Lucky Strike Suzuki.

The Texan is in the midst of a typical up and down season. Some weekends he gets it right and others he gets it all wrong. But at least he's just about given up the crashing habit which saw him dumped in the bales in five GPs last season. And Schwantz still has an outsider's shot at the title, thanks to the new FIM points system which discounts a rider's worst two scores.

This year Schwantz has been way out of the frame in several GPs



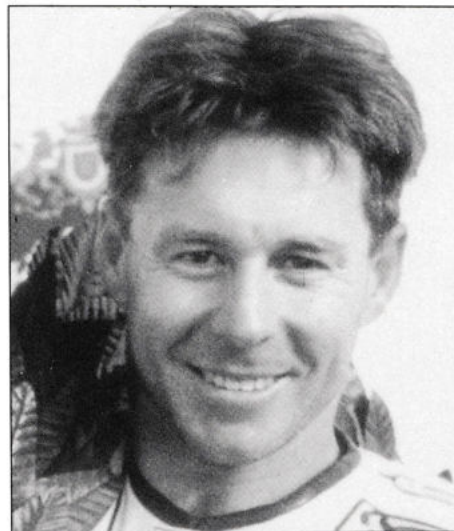
Schwantz's charger laid bare.

Pic: David Goldman

(fifth in Australia, seventh in Italy and fourth at the GP of Europe at Jarama) but the races he's won will be the ones we'll all remember.

---

***"I'm back running with the fast guys which gives me great satisfaction and confidence. After two third places recently – there is only one way to go and that is winning"***



---

***"I have no chance of winning the title but would love to win some Grands Prix and help Michael win the title"***  
– Wayne Gardner

---



**Shell**

# WHEN YOU PUT £15,000 INTO A MOTORCYCLE WHAT EXQUISITE ELIXIR DO YOU PUT IN THE ENGINE? DETERGENT OF COURSE.

You honed the skills, you saved the money. You did the homework on specifications, performance figures and road tests.

You looked – and listened. Whittled the choices down. Tested a handful.

And one of them fitted like a glove.

*Not all fuels are the same*

Congratulations. You have your superbike. Enjoy.

But you have also acquired an insidious enemy.

From the fireball of combustion it will rise up to invade and attack the engine.

It thrives on heat and spreads like wildfire. It wants to bake itself onto the pristine steel surfaces of the engine's breathing system – and strangle it.

The enemy is carbon, a by-product of combustion.

A filthy black crust of the stuff will form on your gleaming fuel injectors, inlet ports and valves.

*Not all fuels are the same*

As it thickens, dangerous flat spots will disrupt the power curve. Performance will fall off.

Fuel consumption will increase. Eventually the engine will become difficult to start.

We venture to suggest there are really only two alternatives open to you.

You can take the risk of waiting a few thousand miles, then strip the engine and scrape off the carbon. Inevitably the process will repeat itself.

Or you can run on Shell Advanced Fuel.

All Shell fuels contain an extraordinary type of liquid detergent that washes the inside of the engine all the time it's running.

By wiping out the carbon, it keeps the inlet system three hundred per cent cleaner than any ordinary fuel.

*Not all fuels are the same*

So you extract every ounce of performance. Conserve every drop of fuel. And save maintenance costs, because the engine stays correctly in tune.

No superbike should have to go without it.

After all, when you're gunning for a gap in the traffic you don't want to run into anything. Like a flat spot, for instance.

In situations like this, you will find that our detergent is truly the elixir of life.



**YOU CAN TELL WHEN IT'S SHELL.**

His Japanese GP victory, secured from Doohan, Rainey and Kocinski on the very last turn, will go down as an all-time great. Everyone knew that Schwantz's RGV500 wasn't working well that weekend but they made the mistake of underestimating his skill and aggression.

In Germany it was again Schwantz who triumphed, rather than the Suzuki with an outrageous last lap manoeuvre which caught Rainey right off guard.

***"For sure winning that race in '88 was the high point of my career until I won the world title.***

***And I still think Donington is one of the most prestigious races to win"***

***- Wayne Rainey***

The pair had been battling with Doohan all race until the Aussie's rear Mich broke up. From then on Schwantz knew it was just the two of them: "I looked around at Wayne on the last lap and thought: 'It's just you and me, buddy'".

Four corners from the flag Schwantz braked later than late, leaving thick black streaks of rubber on the road as he dived inside Rainey with both wheels locked.

And at Assen he, for once, got to laugh at someone else's mistake.

Schwantz (27) is going for a



Eddie Laycock battling on with the privateer Yamaha.

British GP hat-trick this year but his up and down season makes it hard to predict just how well he'll do. The Suzuki has always worked well round Donington but the new 500 minimum weight limit (up 15kg to 130kg) means the RGV has lost its braking advantage, so vital for the tight section of the track.

And Schwantz knows full well that the RGV is a capricious piece of machinery at the best of times.

"With the Suzuki it's a real fine line between a bike that works and a bike that's hopeless."

But then we all know that he won't let the bike get him down. If he gets the slightest scent of victory then you know you will see Schwantz at his best and Doohan and Rainey will have to watch out.

A lot of people were tempted to write off Eddie Lawson when he

signed for Cagiva for the 1991 and '92 seasons.

The cynics said the four times world champion had done it for the dollars (a rumoured six or seven million of them). But they didn't know that Lawson, like his fellow 500 superstars, is above all a motorcycle fanatic. He loves riding them and he loves to get the best out of a bike.

The Cagiva deal would certainly give him the opportunity to do that.

In a decade of 500 racing the Italian factory had never even come close to reproducing Ferrari's emotional Formula One car successes. The Japanese, it seemed, are just too far ahead in bikes.

Lawson (33) turned Cagiva's



Juan Garriga



fortunes around in just a few races. By the third GP he was already doing the business – at Laguna Seca he was just 0.4 seconds off Rainey's winning fastest lap and 0.2 seconds quicker than Schwantz.

In Italy he sent the crowds home happy and singing after achieving Cagiva's first ever rostrum finish in a dry race. And such is his speed that people are getting used to seeing the blood red Cagiva on the front row.

---

***"They just keep working so hard, I could not ask for more. I've never had a team 110 per cent behind me like this"***

**– Eddie Lawson**

---

Lawson may be doing his bank balance and popularity a whole load of good with his results on the Italian underdog. But he's surprised by the fans' reactions.

"People keep coming up to me and shaking my hand, but I don't see what I've done," he said with typical modesty at an early GP.

Lawson wasn't out of the top five in the first four GPs but the big breakthrough came with that third place at Misano.

Cagiva have been working harder than ever this year. But don't let that fool you into thinking they've caught the Japanese up. Some of their new found speed can be put down to Lawson's super analytical riding which



*The complete racer – four times World Champion Eddie Lawson.*



*Sito Pons*

allows chief technician Firenzo Fanali to make real development progress.

But the Japanese have had a major input. Anxious not to lose Cagiva from the 500 grids, the Japanese factories have done their best to get the Cagiva up to speed. Yamaha are especially helpful but don't believe those who say Lawson's bike uses a YZR500 engine. There's plenty of Yamaha technology in the motor (and the ignition is Japanese and the carbs are Mikuni) but it is still a Cagiva.

Lawson has recently been testing fuel injection for the bike and he's been hugely impressed at Cagiva's efforts. No doubt he was

worried before the season that Italian-style lunch breaks would play havoc with the development schedule.

"They just keep working so hard and new stuff keeps coming for the bike all the time. I couldn't ask for anymore, I've never had a team 110 per cent behind me like this. I got worried after the German GP because we arrived in Austria and the other bikes seemed to have made a big jump on us. But Cagiva went right out and caught back up for Assen. That's kinda impressive."

Lawson has been on the rostrum twice already and Donington could be just the kind of track where he does it again.



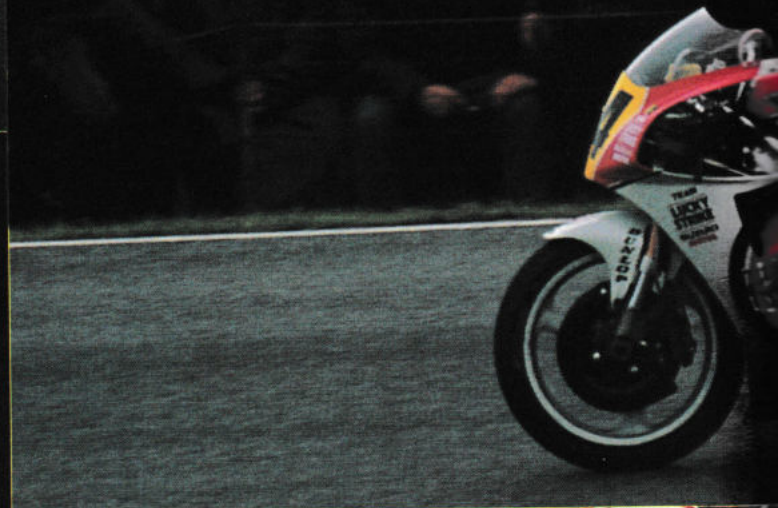
*Adrian Morillas*



*Didier de Radigues*

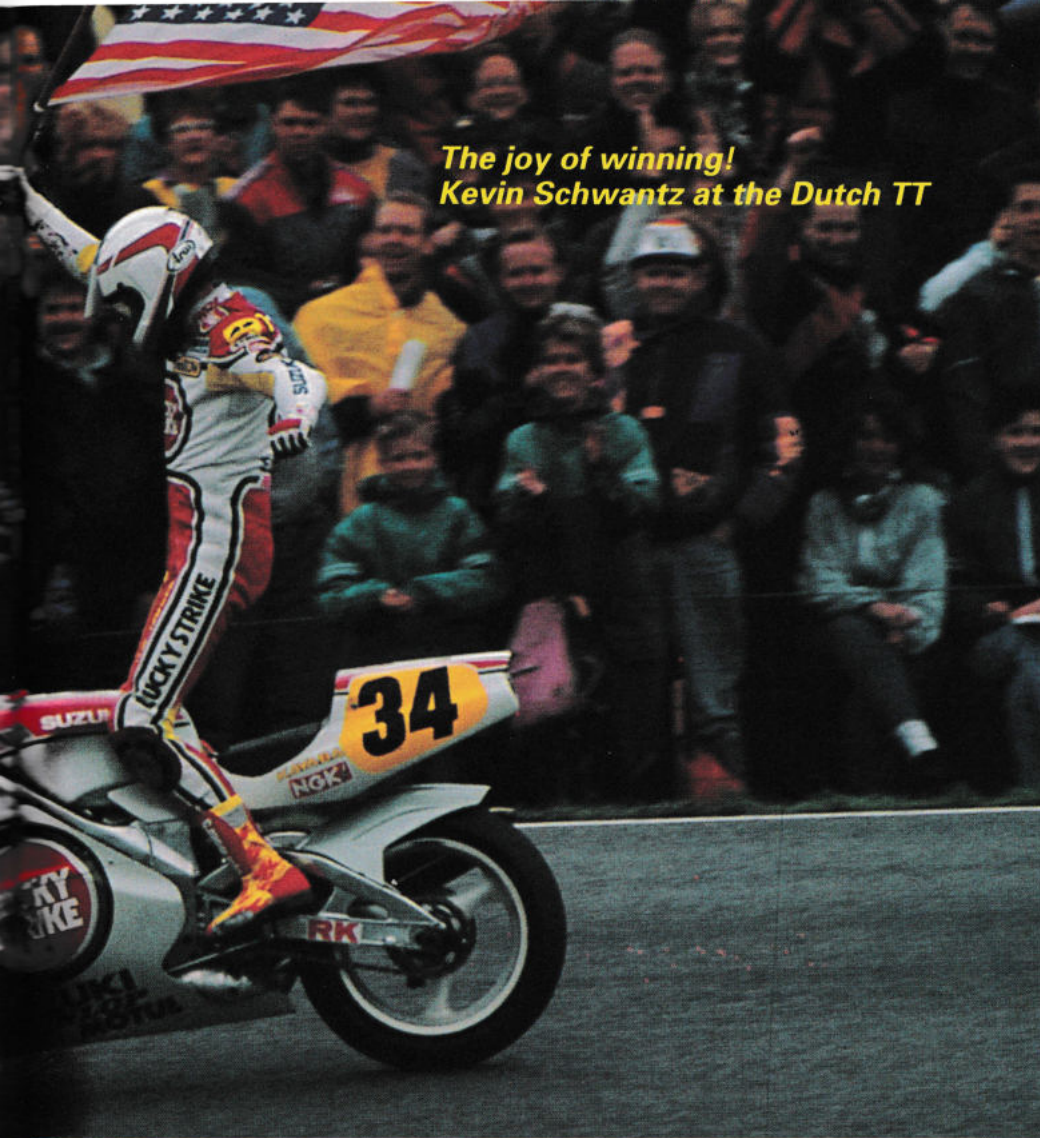


*John Kocinski*

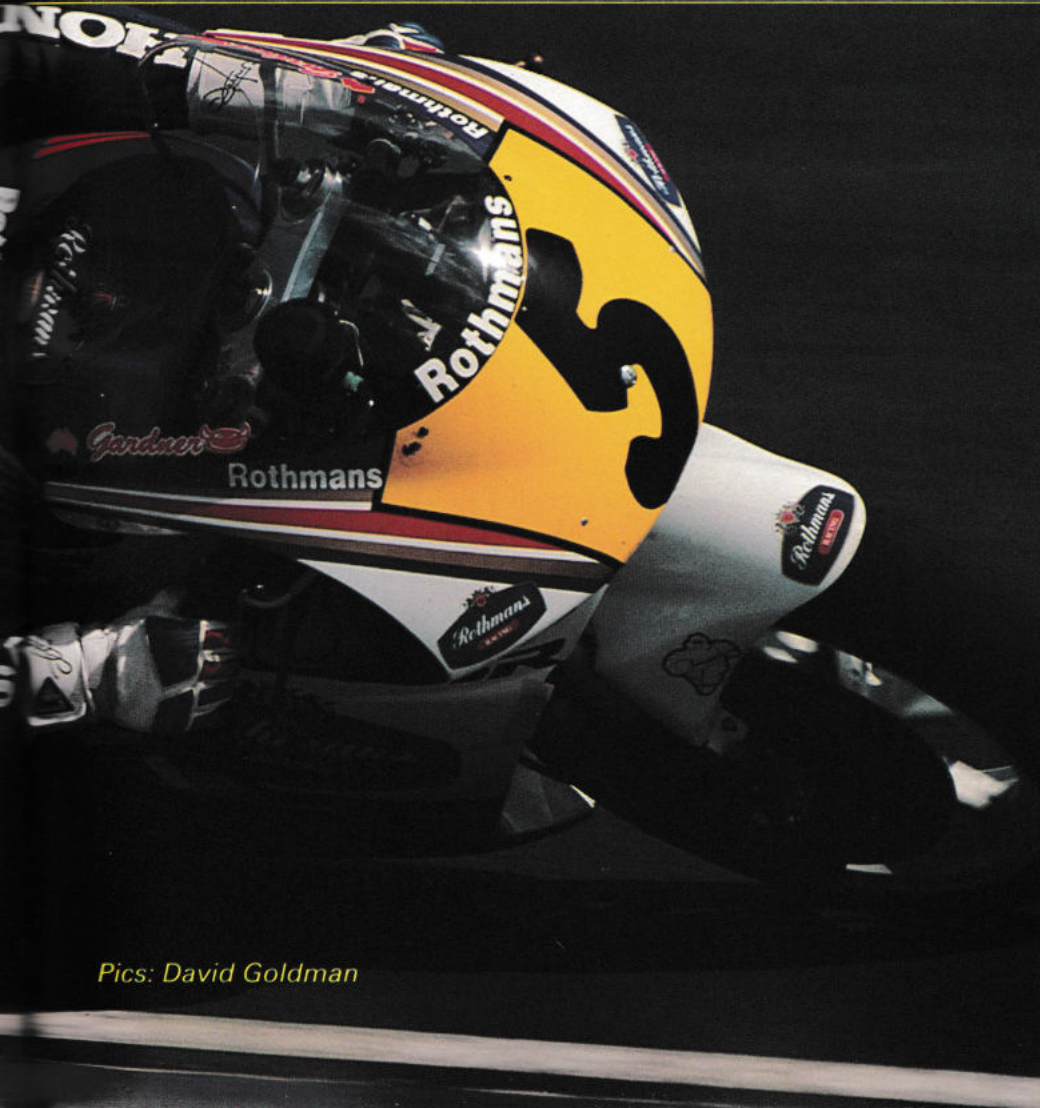


*Wayne Gardner -  
Rothmans Honda*

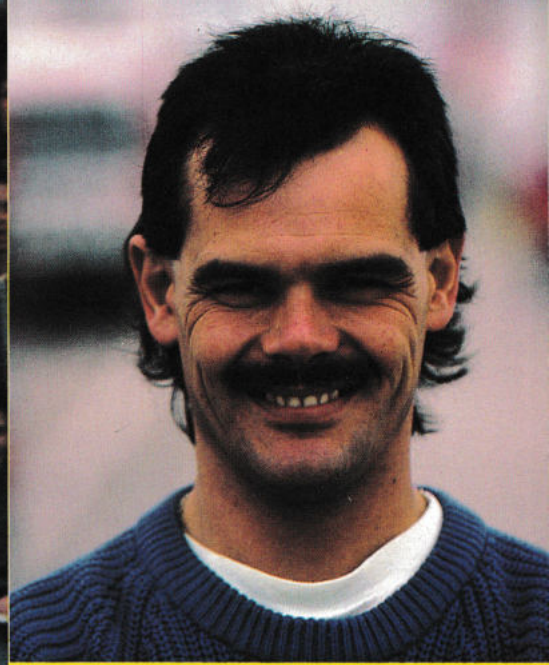




*The joy of winning!  
Kevin Schwantz at the Dutch TT*



*Pics: David Goldman*



**Eddie Laycock**



**Jean-Philippe Ruggia**



**Doug Chandler**



# '91 World Championships



"Start as you mean to go on!" Schwantz wins.

## Japanese Grand Prix Suzuka Circuit

Round One: 125cc, 250cc, 500cc

It was breathtaking stuff all the way as Kevin Schwantz snatched victory from the mouth of apparent failure on the final lap of a four rider battle for victory.

First away from pole position the Texan appeared to have run out of steam as half race distance neared and in fact was relegated to fifth by Wayne Gardner who then dropped back from the leading quartet because of discomfort from an old wrist injury.

Gradually Schwantz fought back as he got to grips with his Suzuki's handling problem passing John Kocinski and defending champion Wayne Rainey before taking the lead from Michael Doohan.

But the race was far from over. Doohan seemed to have the edge on the final lap but he ran wide and left a small opening on the chicane and Schwantz was through to win. The Japanese are not noted for cheering and programme waving, but they did on this occasion!

Spaniard Carlos Cardus claimed that a lap board confusion robbed him of victory after leading the 250cc race for almost its entirety. From his pit signal he thought he had won but the official reading said there was one more lap to go. Italian Luca Cadalora, first time out on the Rothmans Honda, came through from a poor start to challenge Cardus five laps from the end and regained the advantage. And after shutting the door on the final chicane won by a fraction. He had succeeded in what he considered was a mission impossible. Wilco Zeelenberg kept the usual strong local challenge at bay to take third and make it the same top three result as the year before.

Local rider Noboru Ueda won a grand prix at the first attempt and was immediately offered the chance to contest the full 125cc series. Rear suspension trouble forced Fausto Gresini to give up the fight and he settled for second with three laps to go while champion Loris Capirossi, nursing a test session foot injury, was content with third.

### 500cc

Pole Position: K. Schwantz

Positions:

- 1 K. Schwantz
- 2 M. Doohan
- 3 W. Rainey
- 4 J. Kocinski
- 5 W. Gardner
- 6 E. Lawson

Fastest Lap: J. Kocinski

### 250cc

Pole Position: W. Zeelenberg

Positions:

- 1 L. Cadalora
- 2 C. Cardus
- 3 W. Zeelenberg
- 4 M. Taguchi
- 5 N. Aoki
- 6 T. Harada

Fastest Lap: L. Cadalora

### 125cc

Pole Position: N. Ueda

Positions:

- 1 N. Ueda
- 2 F. Gresini
- 3 L. Capirossi
- 4 M. Shima
- 5 J. Martinez
- 6 H. Luethi

Fastest Lap: N. Ueda



Local rider Noboru Ueda - winner first time out

## Australian Grand Prix Eastern Creek

Round Two: 125cc, 250cc, 500cc

A slow, ragged start caused by an overheating clutch put unwanted pressure on Doohan right from the start of his homeland title round, run on a new venue near Sydney.

Ninth at the end of the first lap, he never gave up the chase as he came though to second place, 2.5 seconds down on winner Rainey who took over the championship lead.

Kocinski, who Doohan passed with seven laps to go, took third spot ahead of a bitterly disappointed Gardner who was hoping to add another victory in front of his home crowd.



Cadalora - two in a row

**Stories: John Brown**  
**Pictures: David Goldman**

# The Story So Far

Schwantz with handling problems again was fifth ahead of a growing threat from the new Eddie Lawson/Cagiva combination.

Cadalora made it two in a row after another tough battle which this time featured German HB Honda rider Helmut Bradl, who did a lion's share of the leading. But as the pair went over the line to start the last lap Cadalora made the big move and outbraked his rival on turn one, and held on to the lead with a fastest lap of the race. Cardus and Zeelenberg, soon out of the victory hunt, were third and fourth.

Capirossi led from start to finish to move in to joint first place in the 125cc championship with third home Ueda who failed to get the better of Gresini.

## 500cc

**Pole Position:**

W. Rainey

**Positions:**

- 1 W. Rainey
- 2 M. Doohan
- 3 J. Kocinski
- 4 W. Gardner
- 5 K. Schwantz
- 6 E. Lawson

**Fastest Lap:**

W. Rainey

## 250cc

**Pole Position:**

L. Cadalora

**Positions:**

- 1 L. Cadalora
- 2 H. Bradl
- 3 C. Cardus
- 4 W. Zeelenberg
- 5 L. Reggiani
- 6 P. Chili

**Fastest Lap:**

L. Cadalora

## 125cc

**Pole Position:**

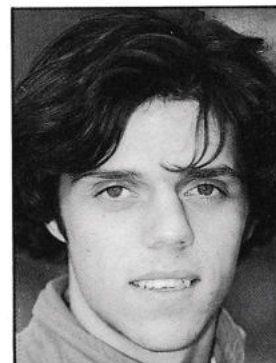
L. Capirossi

**Positions:**

- 1 L. Capirossi
- 2 F. Gresini
- 3 N. Ueda
- 4 E. Gianola
- 5 R. Waldmann
- 6 K. Takada

**Fastest Lap:**

L. Capirossi



Loris Capirossi back to winning ways.

## American Grand Prix Laguna Seca

Round Three: 250cc, 500cc  
 Round One: Sidecars

After a now regular first corner sort out between Rainey and Schwantz, the Californian took command on turn three and pulled away to a third consecutive Laguna win in a row that increased his lead over Doohan to four points.

Doohan, sixth at the end of the first lap, soon came through to challenge Schwantz but it was not until lap 21 that he captured second place. His clutch cable jumped off in the pits and after missing the sighting lap decided to take it steady in the opening stages because the tyres were still cold.

Kocinski crashed on lap six when second, while Jean-Philippe Ruggia had his best ever dry 500 race result with fourth after getting the better of the Cagivas of Lawson and Alexandre Barros and of Gardner.

Cadalora clinched a hat trick of wins with victory in a two part 250 race that was stopped because Kevin Mitchell's Yamaha lay in the track after he crashed on lap 15.

On this occasion Cadalora was given a hard time by Zeelenberg, but he made certain of overall success with another last lap manoeuvre.

The sidecar brigade entered the arena and Steve Webster, looking for a fourth title, was the clear winner after defending champion Alain Michel dropped back to second with brake problems. The Dixon brothers, Darren and Shaun, made a sensation GP debut with third place after holding hard charging, four times champion Rolf Biland at bay.



Webster starts with a resounding victory.

## 500cc

**Pole Position:** W. Rainey

**Positions:**

- 1 W. Rainey
- 2 M. Doohan
- 3 K. Schwantz
- 4 J-P. Ruggia
- 5 E. Lawson
- 6 A. Barros

**Fastest Lap:** W. Rainey

## 250cc

**Pole Position:** L. Cadalora

**Positions:**

- 1 L. Cadalora
- 2 W. Zeelenberg
- 3 L. Reggiani
- 4 C. Cardus
- 5 M. Shimizu
- 6 A. Preining

**Fastest Lap:** L. Cadalora

## Sidecars

**Pole Position:** Michel/Birchall

**Positions:**

- 1 Webster/Simmons
- 2 Michel/Birchall
- 3 Dixon/Dixon
- 4 Biland/Waltisperg
- 5 Egloff/Egloff
- 6 Abbott/Smith

**Fastest Lap:** Michel/Birchall



Schwantz and Rainey discuss prospects.



Not for you a fat boring company car. But something rather sleeker and leaner.

A machine that not only goes like the wind but was shaped by it.

• The BMW K1 has one of the lowest drag factors of any production motorcycle, 0.38 Cd. A

stream-lined front mudguard deflects wind past the rider's legs to a tapered tail, where you'll find the motorcycle's aerodynamically shaped storage compartments.

The low windscreen forces air up and over the rider, yet it allows a controlled amount to

brush over his helmet keeping the visor clear in the wet.

This emphasis on aerodynamics improves the bike's performance, economy and stability at high speed.

As well as minimising stress for the rider.



## THE ENVY OF THE BORED.

The K12's performance is further enhanced by BMW's Motronic engine management. A computerized system which retunes the engine up to three hundred times a second.

The K12 is also equipped with Paralever suspension unique to BMW.

A system designed to counter the ups and downs of conventional shaft driven machines.

The bike has twin 12" Brembo perforated disc brakes with four piston calipers at the front, with a single fixed-caliper disc at the rear.

ABS is standard. Even a 3-way catalytic

converter is available as an option.

More technology than you'll find on any £9,000 car and twice the fun.



**THE ULTIMATE RIDING MACHINE**



# '91 World Championships

## Spanish Grand Prix

Jerez

Round Four: 250cc, 500cc

Round Three: 125cc

Round Two: Sidecars

With the riders agreeing that the championship battle really starts when they get to Europe, a first victory for the season's most improved rider, Doohan, could not have come at a more opportune time.

Effortlessly, he split the two Yamahas until taking the lead on lap eight and building up a nine second advantage and taking the



Kocinski, Doohan, Rainey cheer

championship lead by one point. Helping him was Kocinski who pipped team mate Rainey for second place as the latter fought to stay aboard as worn tyres took control on slow corners.

Schwantz went out with a broken piston allowing local Juan Garriga into fourth. Gardner, still struggling was seventh after winning a personal battle with Didier de Radigues.

Bradl at last stopped the Cadalora domination with his first ever 250 GP victory. He risked everything on a final fastest lap fearing he would get similar treatment to that experienced by Zeelenberg in America.

In a close race Masahiro Shimizu separated third home Loris Reggiani from his Aprilia team mate Pier Francesco Chili. Hopes of a home win for Cardus were dashed on the second lap when Zeelenberg crashed in front of him and he did well to get back to fifth.

Ezio Gianola lost certain victory when his Derbi broke a crank with two laps to go and Ueda took the flag to win his first European race after a battle with Gresini. Capirossi, struggling with handling troubles, went from 11th to third.

Webster and Simmons added another victory with little fuss in a dramatic sidecar race. Michel and Egbert Streuer collided and after repairs at the pits finished out of the points. A three way second place tussle ended in favour of the Guedels, Paul and Charly, from Steve Abbott/Sean Smith and Biland.



What crowd!

### 500cc

Pole Position: W. Rainey

Positions:

- 1 M. Doohan
- 2 J. Kocinski
- 3 W. Rainey
- 4 J. Garriga
- 5 J-P. Ruggia
- 6 E. Lawson

Fastest Lap: W. Rainey

### 125cc

Pole Position: N. Ueda

Positions:

- 1 N. Ueda
- 2 F. Gresini
- 3 L. Capirossi
- 4 G. Debbia
- 5 J. Martinez
- 6 B. Casanova

Fastest Lap: E. Gianola

### 250cc

Pole Position: H. Bradl

Positions:

- 1 H. Bradl
- 2 L. Cadalora
- 3 L. Reggiani
- 4 M. Shimizu
- 5 P. Chili
- 6 C. Cardus

Fastest Lap: H. Bradl

### Sidecars

Pole Position: Webster/Simmons

Positions:

- 1 Webster/Simmons
- 2 Gudel/Gudel
- 3 Abbott/Smith
- 4 Biland/Waltisberg
- 5 Kumagaya/Houghton
- 6 Egloff/Egloff

Fastest Lap: Webster/Simmons

## Italian Grand Prix

Misano

Round Five: 250cc, 500cc

Round Four: 125cc

Round Three: Sidecars

Doohan increased his lead to 14 points with a clear victory after Rainey pitted to change a rear tyre after 15 laps. Rainey got back to ninth to salvage valuable points.

Kocinski worked hard to get second place from a slow start but the hero was third home Lawson on the Italian Cagiva. There were cheers too for Barros, fourth after keeping Ruggia in his slipstream.

War was declared as an amazing, near brutal 250cc race reached a savage climax. On the verge almost from start of the campaign, the bitter rivalry between Cadalora and Bradl finally burst out. In a furious dash to the line the pair touched and then looked to be

involved in a spot of 'push and shove'. Not surprisingly, the Italian got a photo-finish verdict.

Five riders contested third spot that went to Chili from Reggiani.

Ueda crashed out of the 125cc race and it was Gresini who went into a four point title chase leader after a clear win over team-mate Capirossi.

Webster clocked his third success in dominating fashion as ill fated champion Michel with British passenger Simon Birchall, were sidelined with clutch failure after changing a blistered rear tyre.

Streuer at last showed form to take second from Guedel while Dixon got fourth as Abbott went out with gearbox failure.

### 500cc

Pole Position: W. Rainey

Positions:

- 1 M. Doohan
- 2 J. Kocinski
- 3 E. Lawson
- 4 A. Barros
- 5 J-P. Ruggia
- 6 D. Chandler

Fastest Lap: W. Rainey

### 250cc

Pole Position: H. Bradl

Positions:

- 1 L. Cadalora
- 2 H. Bradl
- 3 P. Chili
- 4 L. Reggiani
- 5 W. Zeelenberg
- 6 C. Cardus

Fastest Lap: L. Cadalora

# The Story So Far

## 125cc

*Pole Position:* F. Gresini

*Positions:*

- 1 F. Gresini
- 2 L. Capirossi
- 3 A. Gramigni
- 4 E. Gianola
- 5 H. Spaan
- 6 N. Wakai

*Fastest Lap:* F. Gresini

## Sidecars

*Pole Position:* Webster/Simmons

*Positions:*

- 1 Webster/Simmons
- 2 Streuer/Essaff
- 3 Guedel/Guedel
- 4 Dixon/Dixon
- 5 Kumagaya/Houghton
- 6 Brindley/Graham

*Fastest Lap:* Webster/Simmons



*Photo-finish and more – Cadalora's win, just*

## German Grand Prix

*Hockenheim*

Round Six: 250cc, 500cc

Round Five: 125cc

Round Four: Sidecars

Kevin Schwantz got back on the victory trail with a do-or-die last lap effort that could have left him on his ear but in fact saw him back to a challenging third in the championship.

He had both wheels locked as he skidded past Rainey with an inside line on the right hand turn into the packed stadium section of the circuit. Rainey tried everything to get back in front but missed out by just 0.16 of a second.

A rear tyre problem forced Doohan to ease off after taking the lead midway through the race, and he saw his lead drop to eight points as he came home third. Lawson in fourth, was closing in during the final laps, as Gardner, in fifth, was a back marker victim. de Radigues inherited sixth when Kocinski crashed.

The much heralded battle between Bradl and Cadalora never materialised. The Italian hurt his back in a practice crash and his

hyped-up German rival lead from start to finish.

Cadalora was involved in a second place tussle until his rear tyre went off leaving Cardus to get the better of Zeelenberg.

Ralf Waldmann got the home crowd on a high with his first GP win on his fully race-kitted Honda. It was a close call as he headed an eleven rider snake over the line to beat Capirossi by less than a third of a second.

Steve Webster had his first failure when a fuel pump fault caused an engine seizure.

Local butcher Ralf Bohnhorst made it three home wins on the day with his first ever GP success. He fought all the way to keep Michel in second place while Biland was given third when Guedel stopped on the last lap.

## 500cc

*Pole Position:* M. Doohan

*Positions:*

- 1 K. Schwantz
- 2 W. Rainey
- 3 M. Doohan
- 4 E. Lawson
- 5 W. Gardner
- 6 D. de Radigues

*Fastest Lap:* K. Schwantz

## 250cc

*Pole Position:* H. Bradl

*Positions:*

- 1 H. Bradl
- 2 C. Cardus
- 3 W. Zeelenberg
- 4 L. Cadalora
- 5 M. Shimizu
- 6 A. Preining

*Fastest Lap:* H. Bradl

## 125cc

*Pole Position:* L. Capirossi

*Positions:*

- 1 R. Waldmann
- 2 L. Capirossi
- 3 H. Luethi
- 4 G. Debbia
- 5 A. Gramigni
- 6 J. Martinez

*Fastest Lap:* L. Capirossi

## Sidecars

*Pole Position:* Webster/Simmons

*Positions:*

- 1 Bohnhorst/Hiller
- 2 Michel/Birchall
- 3 Biland/Waltisperg
- 4 Streuer/Essaff
- 5 Brindley/Hopkinson
- 6 Abbott/Smith

*Fastest Lap:* Streuer/Essaff



*Bohnhorst, the local butcher, wins the Sidecar race.*

*At last, a motorcycle that speaks your language.*

During April of this year, 35 of the UK's finest motorcycle dealers proudly unveiled the new Triumph Trophy 1200 Sports Tourer. Its sleek understated shape is the result of seven years of painstaking research, design and development at the all new purpose-built Triumph plant in Hinckley, Leicestershire. Designed and tested by computer, built by craftsmen in a factory described by Bike magazine as "more surgical than industrial", the Trophy is the product of modern day technology.

Yet, far from dazzling the rider with gimmicks, its design concept is simplicity itself: a massively strong tubular steel spine; a "honey-smooth" (*Bike magazine*) 4 cylinder engine with "lots of usable torque..." (*Performance Bike*); the fairing and bodywork are made of a material specially developed by ICI to give unique impact resistant qualities and have been wind-tunnel tested to optimise aerodynamics. With just 11 service parts between the planned 6 model range the new Triumphs will be quick and easy to maintain. (And you won't suddenly find that parts have become dated.)

If all this sounds too good to be true, just wait till you ride it... "The motor has more grunt than a charging rhino on speed but the chassis and tyres give the agility of a gazelle - an almost magical combination still rare even in today's high-tech bike industry." (*Motor Cycle News*). The new Triumph Trophy 1200. See this all new machine at any one of our appointed dealers, and you'll discover a bike that speaks your language.

For more information on the Triumph range and your nearest dealer please write to Triumph Motorcycles Limited, Jacknell Road, HINCKLEY, Leicestershire LE10 3BS or phone 0455 251600.

**TRIUMPH**

TRIUMPH MOTORCYCLES LIMITED,  
Jacknell Road, Hinckley, Leicestershire LE10 3BS.

Triumph Trophy 1200 specification: Engine - 4 cylinder, 1180cc, Bore and Stroke 76 x 65mm,  
Compression ratio 10.6:1, Power 125PS (DIN) at 9,000 rpm, Torque 10.11 kg.m at 8,000 rpm.  
Gearbox - 6-speed. Weight - 240 kg (dry)



*The new Triumph Trophy 1200*



**PROFESSIONAL TOP-QUALITY**  
**FOR YOU:**

**schuh**



**SCHUH COMBINAISONS DE CUIR**



**SCHUH VESTES ET PANTALONS DE CUIR**



**GANTS SCHUH**



**CASQUES M 77**



**BELSTAFF**



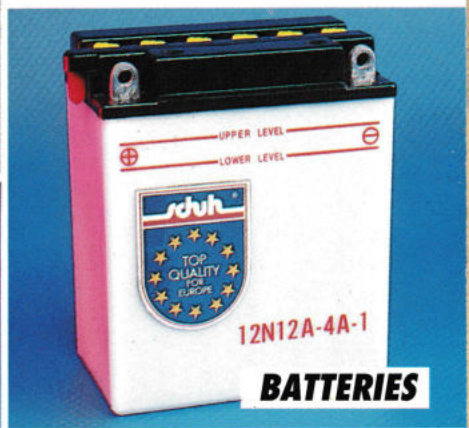
**PIECES A USAGE COURANT**



**MRT OFF-ROAD-OUTFITS**



**KITS DE CHAINE**



**BATTERIES**

Importateur:  
**ALLSPEDEX**  
 8, Route de Senlis,  
 F-77124 Penchard  
 Tel.: 01/602 342 18  
 Fax: 01/602 342 59



# '91 World Championships

## Austrian Grand Prix

### Salzburgring

Round Seven: 250cc, 500cc

Round Six: 125cc

Round Five: Sidecars

Doohan added his third victory, but it was a close call after a tougher race than he expected from Rainey.

He claimed pole position by a clear second but was slow off the mark as the rider he hopes to de-throne made yet another fast, clean getaway.

The pair were soon locked in battle on one of the world's fastest tracks but even a record on the final lap by Rainey failed to swing the result in his favour - Doohan making it by 0.18 of a second.

A bad tempered sort out for third, with both riders levelling accusations of dangerous riding, went just in favour of Schwantz from Gardner.

Lawson found himself in a lonely fifth after Kocinski, fearing he had a rear puncture, changed a wheel at the pits before restarting to take ninth.

Brad closed the gap on 250 pace setter Cadalora with his second win in a row from a start to finish lead.

A spirited three-way second place battle went to Cardus from Zeelenberg and Chili with Cadalora lucky to be fifth on an undergeared Honda.

Another three way affair saw 125 victory go to Gresini by four hundredths of a second from Waldmann with Ueda, who almost crashed on the last lap, third.

Ignition trouble kept Capirossi out of the top three for the first time.



*Bradl - winning charge*

Despite missing the final qualifying because of a stomach bug, a still in discomfort Webster still added a fourth sidecar victory in convincing style after a start-line pile-up resulted in a re-start. Michel was out with a damaged machine while Albert Zurbrugg, whose passenger brother Martin was injured, decided to quit racing.

Biland grabbed second on the final lap after working through from eleventh on lap one.

### 500cc

*Pole Position: M. Doohan*

*Positions:*

- 1 M. Doohan
- 2 W. Rainey
- 3 K. Schwantz
- 4 W. Gardner
- 5 E. Lawson
- 6 J. Garriga

*Fastest Lap: W. Rainey*

### 250cc

*Pole Position: H. Bradl*

*Positions:*

- 1 H. Bradl
- 2 C. Cardus
- 3 W. Zeelenberg
- 4 P. Chili
- 5 L. Cadalora
- 6 M. Shimizu

*Fastest Lap: C. Cardus*

### 125cc

*Pole Position: R. Waldmann*

*Positions:*

- 1 F. Gresini
- 2 R. Waldmann
- 3 N. Ueda
- 4 D. Raudies
- 5 H. Spaan
- 6 L. Capirossi

*Fastest Lap: J. Martinez*

### Sidecars

*Pole Position: Webster/Simmons*

*Positions:*

- 1 Webster/Simmons
- 2 Biland/Waltisperg
- 3 Kumano/Roesinger
- 4 Klaffenboc/Parzer
- 5 Guedel/Guedel
- 6 Abbott/Smith

*Fastest Lap: Bohnhorst/Hiller*

## European Grand Prix

### Jarama

Round Eight: 250cc, 500cc

Round Seven: 125cc

Round Six: Sidecars

Rainey got his first victory in five grands prix to again cut back Doohan's championship advantage in the Euro GP, hastily but excellently organised, to replace the Yugoslavian Grand Prix, that was cancelled because of civil unrest in the country.

Rainey took advantage of a Doohan mistake on the second lap to go in the lead and win by a clear margin after breaking the lap record four times.

Gardner made the rostrum for the first time this season with third place after getting the better of fastest qualifier Schwantz in a much calmer confrontation than the previous one.

Lawson was robbed of the chance to mix it with the pair by ignition failure while Kocinski had to put a personal best time in on the final lap to keep fifth from local hero Garriga.

The hot weather was just what Cadalora



*Rainey is back in business*

# The Story So Far

needed to get back in his winning ways which he did with comparative ease after Bradl's engine slowed and third home Cardus suffered brake trouble. Chili's strong threat ended when he crashed on lap 11.

Confident teenager Capirossi bounced back from sixth in Austria with a victory that was commanding after he broke away from the main party with eight laps to go. Gresini made second ahead of German Peter Oettl who had his best result in over two years. Ueda crashed and injured his hip.

After a few hectic moments in the opening laps with a rather disparate Kalus Klaffenboc, Webster cleared off for a fifth victory in a race that saw five Brits on the rostrum. Michel with Birchall was second while Derbyshire duo Abbott and Smith were third.

## Dutch TT

### Assen

Round Nine: 250cc, 500cc

Round Eight: 125cc

Round Seven: Sidecars

Schwartz seized a sensational opportunist victory, when Rainey made a basic mistake just yards from the finish of a rain-affected two part race.

With victory just in his grasp he went into the corner too hard, was forced to let off the brakes and ran onto the grass to avoid crashing. The bikes almost touched as Schwartz grabbed his gift victory but second was still good enough to put Rainey back in the title chase lead.

Doohan crashed at over 100mph while contesting second place with Schwartz, skinning his arm and bruising his back.

Gardner, who was put off a little by his team mate's exit, made the rostrum again with another third place three seconds up on Lawson who in turn was well clear of de Radigues whose best result with Lucky Strike came after a close race with Kocinski and Barros, who almost brought Schwartz off on the first lap.

Chili gave Aprilia a first win in four years, and scored what he considers to be his first real GP victory, with an amazing strike in the closing seconds of the 250cc race. In a final lap sort out Cadalora took the lead, with late braking, from Zeelenberg but both riders were then forced to run wide on the corner exit and Chili simply nipped through to take the lead.

The weather also affected the 125cc race with Waldmann taking advantage of the conditions to claim victory by 0.4 of a second from Capirossi with a well in touch Alessandro Gramigni third.

The Dutch jinx again struck Webster who went out, while leading, with a broken piston. Abbott looked a victory candidate until he ran

### 500cc

*Pole Position:* K. Schwartz

*Positions:*

- 1 W. Rainey
- 2 M. Doohan
- 3 W. Gardner
- 4 K. Schwartz
- 5 J. Kocinski
- 6 J. Garriga

*Fastest Lap:* W. Rainey

### 125cc

*Pole Position:* E. Gianola

*Positions:*

- 1 L. Capirossi
- 2 F. Gresini
- 3 P. Oettl
- 4 J. Martinez
- 5 D. Raudies
- 6 R. Waldmann

*Fastest Lap:* L. Capirossi

### 250cc

*Pole Position:* L. Cadalora

*Positions:*

- 1 L. Cadalora
- 2 H. Bradl
- 3 C. Cardus
- 4 W. Zeelenberg
- 5 L. Reggiani
- 6 M. Shimizu

*Fastest Lap:* L. Cadalora

### Sidecars

*Pole Position:* Webster/Simmons

*Positions:*

- 1 Webster/Simmons
- 2 Michel/Birchall
- 3 Abbott/Smith
- 4 Biland/Waltisperg
- 5 Guedel/Bottcher
- 6 Bohnhorst/Hiller

*Fastest Lap:* Biland/Waltisperg



Capirossi – commanding ride



Firework celebrations for Schwartz

over a kerb, collided with Guedel and off-loaded passenger Smith.

Biland then appeared favourite but his tyres went off and he had no answer to a closing

stages charge from Streuer who had ex-Derek Jones passenger Peter Brown in the chair for the first time.

### 500cc

*Pole Position:* K. Schwartz

*Positions:*

- 1 K. Schwartz
- 2 W. Rainey
- 3 W. Gardner
- 4 E. Lawson
- 5 D. de Radigues
- 6 J. Kocinski

*Fastest Lap:* K. Schwartz

### 125cc

*Pole Position:* L. Capirossi

*Positions:*

- 1 R. Waldmann
- 2 L. Capirossi
- 3 A. Gramigni
- 4 F. Gresini
- 5 P. Oettl
- 6 G. Debbia

*Fastest Lap:* R. Waldmann

### 250cc

*Pole Position:* P. Chili

*Positions:*

- 1 P. Chili
- 2 L. Cadalora
- 3 W. Zeelenberg
- 4 H. Bradl
- 5 C. Cardus
- 6 M. Shimizu

*Fastest Lap:* L. Cadalora

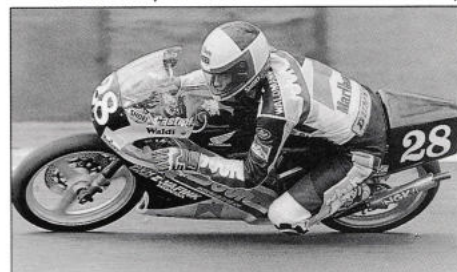
### Sidecars

*Pole Position:* Webster/Simmons

*Positions:*

- 1 Streuer/Brown
- 2 Biland/Waltisperg
- 3 Guedel/Guedel
- 4 Michel/Birchall
- 5 Bohnhorst/Hiller
- 6 Brindley/Whiteside

*Fastest Lap:* Streuer/Brown



Waldmann – winning performance



# '91 World Championships

## French Grand Prix

**Paul Ricard**

Round Ten: 250cc, 500cc

Round Nine: 125cc

Round Eight: Sidecars

Wayne Rainey added his second consecutive win to increase his championship lead over Doohan to a still slender eight points. Looking for a quick break on the Paul Ricard circuit that is not ideal for overtaking, the Californian was held back for seven laps by first off the line Doohan.

Once through to the front he went away to a four second victory over the Australian who accepted that second place was the best he could hope for without taking "silly risks".

Lawson put in a storming performance to take third place after a cat and mouse tussle with Schwantz.

Schwantz went into third five laps from the end but Lawson retaliated. He regained the advantage on the penultimate lap and blocked the way when a far from happy Schwantz tried to edge past on the final corner.

Gardner who looked set for third in the early stages pitted twice, once to tighten a slack chain and the other to change a rear tyre, and did well to battle on to tenth place.

Kocinski crashed on the first lap after touching Doug Chandler who went onto take sixth place on his Yamaha.

Reggiani gave Aprilia their second win in a row with clear victory over fastest qualifier Helmut Bradl in the 250cc race. Third place was in doubt right to the final

## 500cc

*Pole Position:* W. Rainey

*Positions:*

- 1 W. Rainey
- 2 M. Doohan
- 3 E. Lawson
- 4 K. Schwantz
- 5 J-P. Ruggia
- 6 D. Chandler

*Fastest Lap:* W. Rainey

## 250cc

*Pole Position:* H. Bradl

*Positions:*

- 1 L. Reggiani
- 2 H. Bradl
- 3 C. Cardus
- 4 P. Chili
- 5 L. Cadalora
- 6 M. Shimizu

*Fastest Lap:* L. Reggiani

corner when Pier Francesco Chili almost crashed but hung on to finish fourth behind Cardus. Cadalora, who admitted that his machine was not capable of winning on this occasion, was content with fifth after a race-long battle with Shimizu.

Once he had recovered from poor start caused by confusion over the starting light operation, Capirossi went into a commanding lead in a relatively tame 125 race.

## 125cc

*Pole Position:* N. Ueda

*Positions:*

- 1 L. Capirossi
- 2 R. Waldmann
- 3 F. Gresini
- 4 G. Debbia
- 5 N. Ueda
- 6 D. Raudies

*Fastest Lap:* R. Waldmann

## Sidecars

*Pole Position:* S. Webster/G. Simmons

*Positions:*

- 1 R. Biland/K. Walitsperg
- 2 S. Webster/G. Simmons
- 3 A. Michel/S. Birchall
- 4 E. Streuer/P. Brown
- 5 S. Abbott/S. Smith
- 6 M. Kumano/E. Roesinger

*Fastest Lap:*

Waldmann came out on top of a second place sort out with Gresini. Debbia was a lonely fourth ahead of Ueda.

Webster was beaten fair and square for the first time this season and the man to do it was Biland who strengthened his second place in the championship. Michel, with a not well Birchall in the chair, was third while Abbott just failed in his efforts to keep Streuer out of fourth place.



## '91 Fixtures . . . '91 Fixtures . . .

Sun August 25

**P&O European Ferries Formula Renault Raceday**

Sun September 1

**British F3000 Championship**

Sun September 15

**Esso British Touring Car and British F3 Championships**

Sat September 21

**Richard Seaman Memorial Vintage Car Trophy**

Sat/Sun September 28/29

**FIM World Endurance Championship and King of Donington**

Sun October 13

**British F3000 Championship Finals**

Sun October 20

**NEW! German Touring Car Spectacular**

Sat/Sun November 2/3

**International Truck Racing Festival**

## Other Major Events

Sat August 17

**Monsters of Rock Festival**

Sat September 21\*

**Cointreau Big Screen: Blues Brothers (15)**

Sun September 22\*

**Cointreau Big Screen: Casablanca (U)**

Sun October 6

**Transport Extravaganza**

Sunday October 27

**Day of Champions**

Sun November 24

**Lombard RAC Rally Special Stage**

*The organisers/promoters reserve the right to amend/cancel a meeting/programme without notice*

# BOOKING OFFICE HOTLINE 0332 850955

# GRANBY

SUZUKI  
YAMAHA

*BEST PRICES IN EUROPE  
IF YOU CAN FIND A BETTER  
DEAL\**

HONDA  
KAWASAKI

**WE WILL REFUND THE DIFFERENCE!**

— Choose from over 300 New Machines available from stock

**GRANBY FOR GREAT DEALS GIANT SAVINGS**  
DON'T BE DISAPPOINTED order your **J** reg machine **NOW**

## GRANBY

314 Radford Road  
NOTTINGHAM  
ONLY 2 MILES  
FROM CITY CENTRE

**0602 787077**

## GRANBY

Wollaton Rd.  
BEESTON  
ONLY 3 MILES  
FROM M1 J25

**0602 224063**

*JAPANESE  
MOTORCYCLE  
SPECIALIST  
MIRAGE  
PAINTWORK*

*\*\*K at Ilkeston only.*

## GRANBY

80 Normanton Rd.  
DERBY  
ONLY 3 MILES  
FROM CITY CENTRE

**0332 371650**

## GRANBY

Pelfram St.  
\*\*ILKESTON  
ONLY 4 MILES  
FROM M1 J26

**0602 301321**

WE APOLOGISE FOR THIS AD  
BEING IN BLACK AND WHITE.  
PLEASE ADJUST YOUR READING HABITS.

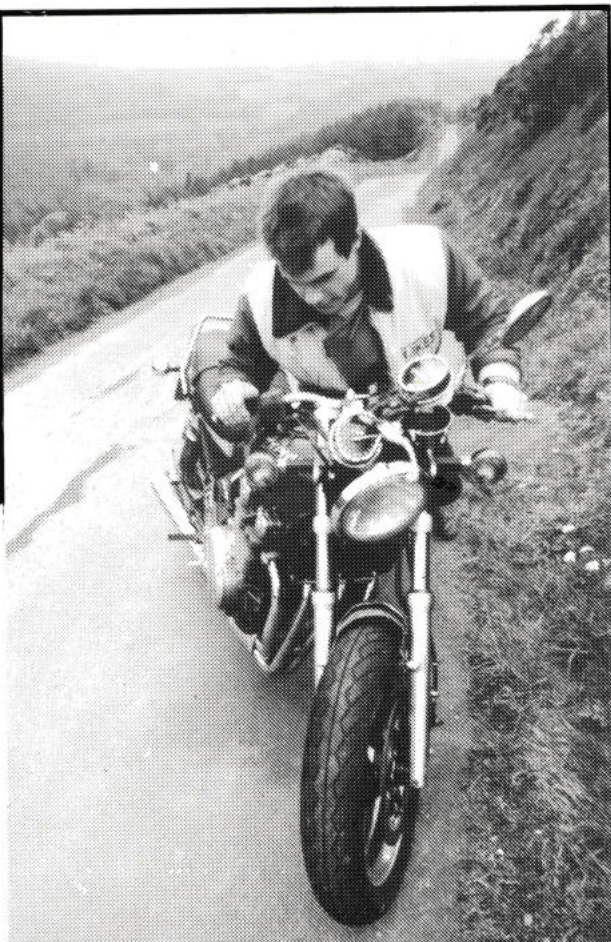
Pic: David Goldman

## Performance BIKES

BRITAIN'S BEST SELLING, MOST COLOURFUL  
MOTORCYCLE MAGAZINE EVERY MONTH ON THE TENTH

SEPTEMBER ISSUE ON SALE AT THE PB UNIT AT COPPICE

STOP PRESS: LATEST CIRCULATION FIGURE JAN-JUNE '91 ABC 73,716.



And here's one we did earlier



### ELECTRIC SHOWERS

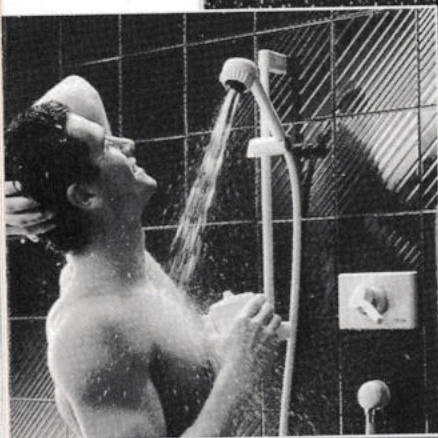
A range of market leading showers offering performance with economy

# Refreshingly good showers



### MIXER SHOWERS

A new range offering impressive performance and value



### POWER SHOWERS

Style with high performance – the ultimate shower experience

Whatever type of shower you want from a low cost, easy to install, electric to the ultimate high performance power shower, Triton is what you need.

A range of showers enjoyed and relied upon by more people than any other – and with good reason.

Attractive styling, high performance, easy to use controls, together with safety and reliability make Triton Britain's favourite shower.



# TRITON

## NOBODY DOES IT WETTER

*Triton offer a full range of electric and mixer valve showers from around £50 to around £200. For further information and a free brochure telephone (0203) 344441 or write to:-*

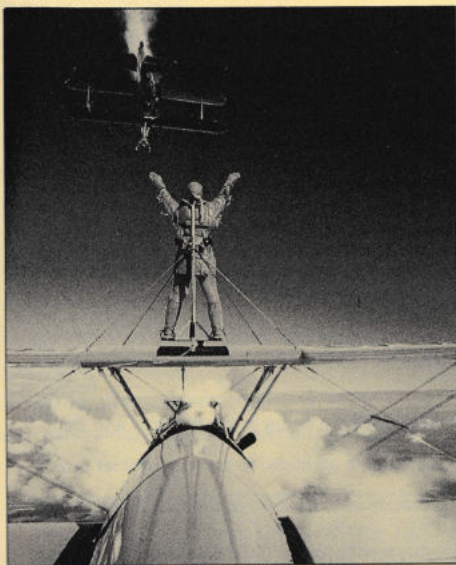
Triton Plc, Triton House, Newdegate Street, Nuneaton, Warwickshire, CV11 4EU.

*A MORCROS Company*

# What's on around the Grand Prix action

There's lots to see and do around the Grand Prix action - a special Motorcycle Show, a display of famous bikes in the Donington Collection, wandering comics, even a jazz band. First though, look to the skies.

The Crunchie Flying Circus is sure to be a great attraction - two classic pre-war smoke generating Boeing Stearman biplanes... but, wait for it, each plane will have a glamorous wing walker attached to the top wing. And, the aerobatic routine includes the "mirror" where the top aeroplane flies upside down while the girl on the bottom aeroplane tries to touch hands with her inverted partner.



A Starvision screen, at Redgate, will relay the action, enhancing your view of the action. And, talking of television coverage, spare a thought for the hard working BBC team which is providing the pictures not just for this country, but around the world. Producer Martin Webster, his assistant Sharon Parker and Engineering Manager John Allinson head up the team and we thank them for their co-operation.

Watch out for the children's entertainers wandering through the crowds, and also savour the music of the band, and keep an eye on the course motorcycles which have been supplied by Triumph. They really look the part, and remember one lucky person will win the first Triumph 900 off the production line as part of the advance booking deal in Motor Cycle News. It will be presented on GP day.

Put a hand in your pocket during the afternoon - there's a collection for St. John Ambulance Brigade funds and take the time to stroll into the Donington International Exhibition Centre to visit the Motorcycle Show.

Among the attractions are radio controlled racers, various trade displays and promotions, while a real must is a browse around the trade malls at Craner Curves and Coppice Corner - lots of goodies and souvenirs to be had here.

For those of you camping over the weekend enjoy the free Motor Cycle News Film Shows of the latest Grand Prix and road race action, probably with some "havoc" thrown in. Also on Saturday night for campers and ticket holders only, the Motor Cycle News Grass Track races start at 7.00 p.m. and promise action-packed entertainment.



## British Motorcycle Grand Prix Donington Park - August 2, 3, 4, 1991

### TIMETABLE

#### FRIDAY AUGUST 2nd

OFFICIAL UNTIMED PRACTICE		OFFICIAL TIMED PRACTICE
09.00-09.50	125cc	14.00-14.50
10.05-10.55	500cc	15.05-15.55
11.10-12.00	250cc	16.10-17.00
12.15-13.05	Sidecars	17.15-18.05
—	TT Superbike	18.20-18.50

#### SATURDAY AUGUST 3rd

OFFICIAL TIMED PRACTICE		OFFICIAL TIMED PRACTICE
09.00-09.50	125cc	14.00-14.50
10.05-10.55	500cc	15.05-15.55
11.10-12.00	250cc	16.10-17.00
12.15-13.05	Sidecars	17.15-18.05

**18.40** **Motor Cycle News**  
**TT Superbike Championship Race** **15 laps**

#### SUNDAY AUGUST 4th

09.00-09.20	125cc Untimed practice
09.35-09.55	250cc Untimed practice
10.10-10.30	500cc Untimed practice
10.45-11.05	Sidecars Untimed practice

**11.45** **ROTHMANS 125cc BRITISH GRAND PRIX** **24 laps**

**12.40** **Motor Cycle News Superteen Demonstration**

**13.30** **SHELL 250cc BRITISH GRAND PRIX** **26 laps**

**14.45** **SHELL 500cc BRITISH GRAND PRIX** **30 laps**

**16.15** **SHELL SIDECAR BRITISH GRAND PRIX** **24 laps**

**17.30** **Motor Cycle News**  
**TT Superbike Championship Race** **15 laps**

*Next Motorcycle race action here*  
**Saturday/Sunday, September 28/29**  
**FIM WORLD ENDURANCE**  
**CHAMPIONSHIP**  
**plus King of Donington Superbikes**

# 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 the Motor Cycle News film show presents the latest Grand Prix and 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 3rd, practice 6.00pm, racing 7.00pm-9.00pm. 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 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. 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 £20 (subject to availability) plus normal Special Trackside enclosure entry fee. 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 £5 centre charge will be deducted from the £20 grandstand cost.

## CENTRE TRANSFER — SATURDAY & SUNDAY

Centre Transfers, costing £3 Saturday, £5 Sunday (additional to normal Special Trackside enclosure entry fees) 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	Adult/Child	
FRIDAY	£8	Free	Free	Free	Free
SATURDAY	£10	Free	Free	Free	£3 Extra
SUNDAY	£20	FREE	£20 Extra	(includes Centre Transfer)	£5 Extra

## 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	1,200	-
31-36	400	500	-	-

### TRAVEL INDEMNITIES

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

125cc	930 Swiss francs	500cc	2,250 Swiss francs
250cc	1,200 Swiss francs	Sidecars	1,650 Swiss francs



# Shell British Motorcycle Grand Prix

## Donington Park

## August 2, 3, 4, 1991



### Officials of the 1991 Shell British Motorcycle Grand Prix

**HEAD OF ORGANISATION:**

J. Parker  
**FIM JURY:**  
V. Ippolito (President)  
CCR Delegate: M. Deubel  
CM Delegate: H. R. Kreutz  
Safety Officer: H. Bahmer

**INTERNATIONAL DELEGATES:**

Appointed by FMNs

**FIM OBSERVER:**

J. H. Zegwaard

**CLERK OF THE COURSE:**

J. Parker

**DEPUTY CLERK OF THE COURSE:**

C. Armes

**ASSISTANT TO THE CLERK OF THE COURSE:**

B. Tuxford

**SECRETARY OF THE MEETING:**

D. Barnfield

**CHIEF MEDICAL OFFICER:**

L. N. Jarrett, FRCS

**MEDICAL ADVISOR:**

G. Hadfield, FRCS

**CHIEF MARSHAL:**

E. Nelson

**ASSISTANT CHIEF MARSHALS:**

Track - R. Low, Pits - C. Spear

**CHIEF TECHNICAL CONTROL:**

C. Moram

**CHIEF TIMEKEEPER:**

R. Summerfield

**CHIEF PRESS OFFICER:**

D. Fern

**CHIEF SAFETY OFFICER:**

S. Mellish

**STARTLINE & FINISH CONTROLLER:**

D. Bailey

**DEPUTY STARTLINE & FINISH CONTROLLER:**

F. Richardson

**LINE JUDGE:**

A. Penny

**RIDERS LIAISON OFFICER:**

R. W. Smith

**CHIEF RACE CONTROL OFFICER:**

P. King

**ASSISTANT SECRETARY OF THE MEETING:**

Miss C. Fennell

**RACE OFFICE STAFF:**

Miss L. Jones, Mrs. D. Kurth, Miss J. White

**RACE CONTROL STAFF:**

J. Milligan, R. Tatlow, L. Robinson, D. Greaves, M.

Greaves, K. Domina

**DRIVERS INFORMATION:**

Mrs. M. Armes

**MEDICAL OFFICERS:**

T. Bull, D. Breen, M. Dudley, M. Dyson, C. Esler, M. Haworth, S. Hunter, A. Hutchinson, G. Hutchinson, M. Kinsella, N. Law, A. Leach, P. Leader, A. McNeill, C. Mumford, N. Nandwani, V. O'Neill, M. Reid, P. Richards, J. Rawcliffe, J. Rowles, S. Shortt, D. Skewes, R. Slater, S. Wemyss'holden, G. Weston, D. Williams, L. Williams, B. York-Barber.

**AIR AMBULANCE HELICOPTER:**

Sterling Helicopters:

**FIRST AID:**

St. John Ambulance - Officer i/c: D. Brown  
Paramedic/Ambulance Services by Ambulink

**SCRUTINEERS:**

Chief: A. Verity  
T. Shelton, S. Grainger, G. Saunders, D. Tynham, A. Blanchard, C. Hurst, K. Wheeldon, K. Riley, Mrs. D. Verity, B. Hibbett, B. Bardsley, F. Cornbill, H. Gordon, P. Harvey, J. Howlett, H. Murphy

**SCRUTINEERS MOTORCYCLE WEIGHING SCALES BY**

R AND R (UK) LTD

The country's leading supplier of motorcycle workshop and MOT equipment

**TIMEKEEPERS:**

Mark Griffiths, Richard Langdale, Graeme Lond, Andrew Oates, Nick Paine, John Planas, Terry Stevens, Ms. Carol Summerfield, Mrs. Margaret Summerfield, David Fox

**COMPUTER TIMING - OLIVETTI LONGINES:**

C. Navone (i/c)

**OBSERVERS:**

B. Bott, G. Shearing, P. Tomlin, B. Mogford, K. Ringrow, K. Awcock, H. Dawes, R. Higgs, T. Harris, H. Harris, M. Hamblin

**TRAVELLING MARSHALS:**

J. Styles, T. Whitehead

**EMERGENCY SERVICES:**

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

**PRESS OFFICE:**

John Brown, George Turnbull, Celia Sanger, Diane Gately, Neil Webster, Karen Hollick

**COMMENTATORS:**

Fred Clarke, Chris Carter

**ROPA REPRESENTATIVE:**

J. Van Der Lubbe

**COURSE & DOCTORS CARS:**

Rouse Sport 304R Cosworth 4x4, supplied by Andy Rouse Engineering; Jaguar Fast Response Fire Car, kindly supplied by Jaguar Cars Ltd; Vauxhall Senator High Speed Fire Car, kindly supplied by Vauxhall Cars; Rover Cars supplied by Rover; Renault 19 Car supplied by Renault UK; Vauxhall Cavalier Course Car, Vauxhall Astra Drivers School; TVR V85 supplied by TVR Engineers of Blackpool.

**COURTESY BUSES AND CARS:**

Supplied by Leyland DAF and Rover Group

**COURSE MOTORCYCLES:**

Supplied by Triumph.

**RECOVERY VEHICLES:**

Wheels Van Hire, Supreme Motorcycles, Twistrip Motorcycles, Granby Motorcycles

**PADDOCK MOTORCYCLES:**

Pidcock Motorcycles and Clay Cross Kawasaki

Promoters of the 1991 Shell British Motorcycle Grand Prix and all events at Donington Park

TWO FOUR SPORTS LIMITED, DONINGTON PARK, CASTLE DONINGTON, DERBY DE7 2RP. Tel: 0332 810048. Fax: 0332 850422. Telex: 377793

Chairman: Maurice Jones  
Managing Director: Robert Fearnall  
Marketing Director: Dave Fern

Staff:  
Ann Brownsword, Natasha Cheatle, Rick Grant, John Hesketh, Carol Parker, Gillian Pickering, Mark Singleton, Glynis Stevens, Steve Topliss, Sarah Barnes



Circuit Owner:  
DONINGTON PARK  
RACING LIMITED  
Chairman: F. B. Wheatcroft

### THE AUTO-CYCLE UNION

**VICE-PRESIDENTS:**

Messrs. J. Anelay, J. Courtney, G. Padley, J. Bussell, N. Goss, A. Carter, Mrs. D. Lowe, R. Woods, E. A. Woods, K. A. R. Blampied, R. B. Bower, F. Hanks

**CHAIRMAN OF THE ACU:**

Mr. W. A. Smith

**VICE-CHAIRMEN:**

R. W. Smith, J. Cadogan, K. Lywood, C. Moram, H. Palin, K. Sprayson, Miss J. Davies

**SECRETARY GENERAL:**

Mr. D. G. Coleman

**ROAD RACE COMMITTEE:**

Messrs. J. Parker (Chairman), C. Armes, S. Mellish, D. Ryder, E. Nelson, M. Boddice

**CHIEF EXECUTIVE MOTORCYCLE SPORT:**

Mr. D. Barnfield



Miller House, Corporation Street, Rugby, Warwickshire, CV21 2DN. Tel: 0788 540519. Fax: 0788 573585. Telex 31156.

**PATRON:**

H.R.H. THE PRINCE PHILLIP,  
Duke of Edinburgh, KG, KT.

**PRESIDENT:**

The Rt. Hon. Michael Jopling, MP



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

### POLE POSITION AWARDS

Shell and Moët & Chandon (London) and Rothmans will present Awards to the Pole Position winners in each of their respective Grands Prix, immediately after the end of the last practice from each class on Saturday afternoon.

The world's longest established racing driver's school is here at Donington - expert tuition in Formula Vauxhall Lotus, Vauxhall Lotus and Vauxhall Astra Saloons. - Ring 0332 811430 for details



# Flashback

## 1987 DONINGTON 125cc GP

**Pole Position:**  
Bruno Casanova (Garelli) 1m 47.01s, 84.10mph

**Race Result (24 laps):**  
1 Fausto Gresini (Garelli) 43m 54.50s, 81.98mph

**Fastest Lap:**  
Fausto Gresini (Garelli) 1m 48.24s, 83.14mph

## 1988 DONINGTON 125cc GP

**Pole Position:**  
Ezio Gianola (Honda) 1m 45.60s, 85.22mph

**Race Result (24 laps):**  
1 Ezio Gianola (Honda) 42m 42.42s, 84.29mph

**Fastest Lap:**  
Ezio Gianola (Honda) 1m 45.76s, 85.09mph

## 1989 DONINGTON 125cc GP

**Pole Position:**  
Hans Spaan (Honda) 1m 43.75s, 86.74mph

**Race Result (24 laps):**  
1 Hans Spaan (Honda) 42m 10.64s, 85.35mph

**Fastest Lap:**  
Hans Spaan (Honda) 1m 44.67s, 85.98mph

## 1990 DONINGTON 125cc GP

**Pole Position:**  
Stefan Prein (Honda) 1m 44.100s, 86.26mph

**Race Result (24 laps):**  
1 Loris Capirossi (AGV Pileri Corse) 42m 13.64s, 85.05mph

**Fastest Lap:**  
Hans Spaan (Honda) 1m 44.39s, 86.03mph

## 1987 DONINGTON 250cc GP

**Pole Position:**  
Patrick Igoa (Yamaha) 1m 42.21s, 88.05mph

**Race Result (26 laps):**  
1 Anton Mang (Honda) 44m 54.26s, 86.85mph

**Fastest Lap:**  
Martin Wimmer (Yamaha) 1m 42.28s, 87.99mph

## 1988 DONINGTON 250cc GP

**Pole Position:**  
Juan Garriga (Yamaha) 1m 38.22s, 91.63mph

**Race Result (26 laps):**  
1 Luca Cadalora (Yamaha) 43m 16.38s, 90.12mph

**Fastest Lap:**  
Juan Garriga (Yamaha) 1m 38.87s, 91.02mph

## 1989 DONINGTON 250cc GP

**Pole Position:**  
Luca Cadalora (Yamaha) 1m 38.13s, 91.54mph

**Race Result (26 laps):**  
1 Sito Pons (Honda) 43m 06.81s, 90.45mph

**Fastest Lap:**  
Sito Pons (Honda) 1m 38.33s, 91.52mph

## 1990 DONINGTON 250cc GP

**Pole Position:**  
John Kocinski (Yamaha) 1m 37.009s, 92.56mph

**Race Result (26 laps):**  
1 Luca Cadalora (Yamaha) 42m 39.173s, 91.23mph

**Fastest Lap:**  
Luca Cadalora (Yamaha) 1m 37.326s, 92.26mph

**Four years in retrospect**



## 125cc World Championship

	1	2	3	4	5	6	7	8	9	Total
1 Capirossi	15	20	15	17	17	10	20	17	20	151
2 Gresini	17	17	17	20	-	20	17	13	15	136
3 Waldmann	9	11	9	7	20	17	10	20	17	120
4 Ueda	20	15	20	-	-	15	-	4	11	85
5 Martinez	11	6	11	-	10	9	13	2	5	67
6 Raudies	-	5	7	6	8	13	11	6	10	66
7 Debbia	5	-	13	6	13	-	-	10	13	62
8 Gramigni	-	8	-	15	11	5	-	15	4	58
9 Spaan	-	7	8	11	4	11	-	9	-	50
10 Luthi	10	9	-	9	15	7	-	-	-	50
11 Stadler	6	-	3	4	-	8	9	7	1	38
12 Wakai	4	-	-	10	7	4	-	1	8	34
13 Oetl	-	-	-	-	-	6	15	11	-	32
14 Gianola	-	13	-	13	-	-	-	3	-	29
15 Sakata	13	-	-	-	-	-	-	-	9	22

*Other points scorers:* Casanova 22, Shima 13, Alvero 13, Torrontegui 12, Takada 12, Unemoto 12, Weibel 9, Vitali 9, Miralles 8, Saitoh 8, Saito 7, Giro 7, Wada 7, Bosio 7, Sanchez 6, Herreros 6, McConnachie 5, Patrickson 5, Petraccian 3, Yamakewe 3, Galvin 2, Wickstrom 2, Brannech 2.



## 250cc World Championship

	1	2	3	4	5	6	7	8	9	10	Total
1 Cadalora	20	20	20	17	20	13	11	20	17	11	169
2 Bradl	9	17	8	20	17	20	20	17	13	17	158
3 Cardus	17	15	13	10	10	17	17	15	11	15	140
4 Zeelenberg	15	13	17	-	11	15	15	13	15	9	123
5 Reggiani	7	11	15	15	13	-	8	11	-	20	100
6 Shimizu	8	-	11	13	9	11	10	10	10	10	92
7 Chili	-	10	-	11	15	-	13	-	20	13	82
8 Schmid	3	8	6	9	8	8	9	8	-	8	67
9 Wimmer	2	-	9	8	-	7	3	7	9	6	51
10 Preining	-	9	10	-	7	10	-	3	-	4	43
11 Casoli	-	7	-	-	6	5	6	6	8	5	42
12 Jeandat	-	5	5	4	5	2	-	2	6	2	31
13 Criville	-	-	7	-	-	9	7	-	-	7	30
14 Lavado	-	6	4	5	2	1	-	-	7	-	25
15 Romboni	-	-	3	7	-	3	-	9	-	-	22

*Other points scorers:* Prein 14, Kozono 14, Taguchi 13, Aoki 11, Eckl 10, Harada 10, Haenggeli 7, Korpiaho 6, Puig 6, Udagowa 6, Eckl 6, Namba 4, Sarron 4, Protat 4, van der Goorbergh 3, van der Heyden 3, Jucker 3, Colleoni 3, Biaggi 3, Lucchi 2, Mitchell 1, Arakaki 1.



## 500cc World Championship

	1	2	3	4	5	6	7	8	9	10	Total
1 Rainey	15	20	20	15	7	17	17	20	17	20	168
2 Doohan	17	17	17	20	20	15	20	17	-	17	160
3 Schwantz	20	11	15	-	9	20	15	13	20	13	136
4 Lawson	10	10	11	10	15	13	11	-	13	15	108
5 Gardner	11	13	9	9	-	11	13	15	15	6	102
6 Kocinski	13	15	-	17	17	-	7	11	10	-	90
7 Garriga	9	-	8	13	8	9	10	10	4	5	76
8 Ruggia	-	9	13	11	11	-	-	9	8	11	72
9 de Radigues	2	6	6	8	-	10	8	6	11	9	66
10 Chandler	3	4	-	6	10	7	9	7	5	10	63
11 Morillas	4	7	7	7	-	8	-	8	7	8	56
12 Barros	6	8	10	-	13	-	-	-	9	-	46
13 Laycock	-	3	3	5	6	6	6	4	-	-	33
14= Doorackers	-	2	2	3	4	5	-	3	3	4	26
14= Pons	8	-	-	-	-	-	-	5	6	7	26

Other points scorers: Rudroff 17, Papa 16, Magee 8, Iwahashi 7, Oliver 5, Beckerf 5, Petersen 4, Buckmaster 4, Schmassman 3, Balbi 3, Goddard 1, Spray 1, Doppler 1.



## Sidecar World Championship

	1	2	3	4	5	6	7	8	Total
1 Webster	20	20	20	-	20	20	-	17	117
2 Biland	13	13	-	15	17	13	17	20	108
3 Gudel	8	17	15	-	11	11	15	9	86
4 Bohnhorst	9	8	8	20	9	10	11	8	83
5 Michel	17	-	-	17	-	17	13	17	81
6 Streuer	-	-	17	13	8	7	20	13	78
7 Abbott	10	15	-	10	10	15	-	11	71
8 Kumano	6	7	9	6	15	9	8	10	70
9 Dixon	15	-	13	8	1	-	9	6	52
10 Kumagaya	-	11	11	7	-	8	3	7	47
11 B. Brindley	5	-	10	11	-	3	10	3	42
12 Egloff	11	10	-	9	-	6	-	-	36
13 van Kempen	-	5	6	4	6	5	7	-	33
14 Progin	7	1	5	-	5	4	5	2	29
15 Klaffenboc	-	4	1	5	13	-	-	-	23

Other points scorers: Wyssen 21, D. Brindley 20, Kraus 15, Zurbrugg 10, Baker 5, Hossinger 5, Thomas 4, Voight 4, Howles 2, Nigrowski 2.

## Flashback

### 1987 DONINGTON 500cc GP

**Pole Position:**  
Wayne Gardner (Honda) 1m 38.29s, 91.56mph

**Race Result (30 laps):**  
1 Eddie Lawson (Yamaha) 50m 09.77s, 89.70mph

**Fastest Lap:**  
Tadahiko Taira (Yamaha) 1m 39.37s, 90.57mph

### 1988 DONINGTON 500cc GP

**Pole Position:**  
Wayne Gardner (Honda) 1m 35.09s, 94.64mph

**Race Result (30 laps):**  
1 Wayne Rainey (Yamaha) 48m 33.67s, 92.66mph

**Fastest Lap:**  
Christian Sarron (Yamaha) 1m 36.21s, 93.54mph

### 1989 DONINGTON 500cc GP

**Pole Position:**  
Kevin Schwantz (Suzuki) 1m 34.05s, 95.69mph

**Race Result (30 laps):**  
1 Kevin Schwantz (Suzuki) 47m 37.67s, 94.21mph

**Fastest Lap:**  
Eddie Lawson (Honda) 1m 34.15s, 95.22mph

### 1990 DONINGTON 500cc GP

**Pole Position:**  
Wayne Gardner (Honda) 1m 33.415s, 96.12mph

**Race Result (30 laps):**  
1 Kevin Schwantz (Suzuki) 47m 15.77s, 94.99mph

**Fastest Lap:**  
Kevin Schwantz (Suzuki) 1m 33.762s, 95.76mph

### 1987 DONINGTON SIDECAR GP

**Pole Position:**  
R. Biland/K. Waltisperg (LCR Krauser) 1m 40.23s, 89.79mph

**Race Result (24 laps):**  
1 S. Webster/T. Hewitt (Yamaha) 41m 14.69s, 87.28mph

**Fastest Lap:**  
S. Webster/T. Hewitt (Yamaha) 1m 41.71s, 88.48mph

### 1988 DONINGTON SIDECAR GP

**Pole Position:**  
R. Biland/K. Waltisperg (LCR Krauser) 1m 37.18s, 92.61mph

**Race Result (24 laps):**  
1 S. Webster/T. Hewitt (LCR Krauser) 40m 39.56s, 88.54mph

**Fastest Lap:**  
R. Biland/K. Waltisperg (LCR Krauser) 1m 40.05s, 89.95mph

### 1989 DONINGTON SIDECAR GP

**Pole Position:**  
R. Biland/K. Waltisperg (LCR Krauser) 1m 38.87s, 91.02mph

**Race Result (24 laps):**  
1 S. Webster/T. Hewitt (LCR Krauser) 40m 20.90s, 89.22mph

**Fastest Lap:**  
S. Webster/T. Hewitt (LCR Krauser) 1m 39.43s, 90.59mph

### 1990 DONINGTON SIDECAR GP

**Pole Position:**  
S. Webster/G. Simmons (Krauser-Yamaha) 1m 38.918s, 90.78mph

**Race Result (24 laps):**  
1 E. Streuer/G. de Haas (Yamaha) 40m 17.045s, 89.16mph

**Fastest Lap:**  
E. Streuer/G. de Haas (Yamaha) 1m 39.428s, 90.31mph

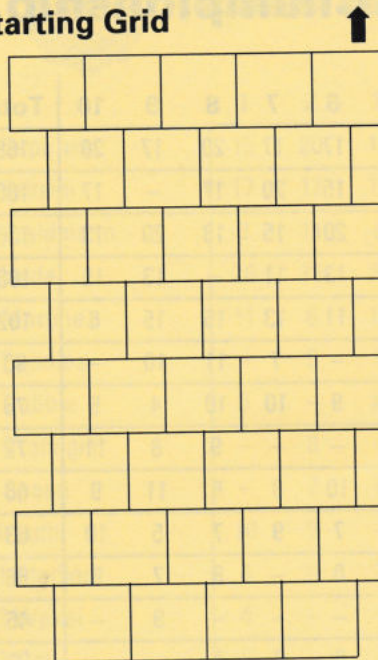
**Four years in retrospect**

# Rothmans 125cc British Grand Prix

## Leading Qualifying Times/Speed

1	m	secs	mph
2	m	secs	mph
3	m	secs	mph
4	m	secs	mph
5	m	secs	mph
6	m	secs	mph
7	m	secs	mph
8	m	secs	mph
9	m	secs	mph
10	m	secs	mph
11	m	secs	mph
12	m	secs	mph

## Starting Grid



## NOTES

### Lap Record:

Hans Spaan - Honda

1m 4.379 secs - 86.22mph - Aug '90

---

---

---

---

---

---

---

---

## LAP CHART

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
1																								
2																								
3																								
4																								
5																								
6																								
7																								
8																								
9																								
10																								
11																								
12																								
13																								
14																								
15																								
16																								
17																								
18																								
19																								
20																								

# ROTHMANS 125cc British Grand Prix

## 24 Laps — 60 miles — 96.55kms — Start 11.45

### F.I.M. WORLD CHAMPIONSHIP — ROUND 10

*The fastest 36 riders from practice qualify to start*

NO.	RIDER	COUNTRY	MACHINE	ENTRANT
1	Loris CAPIROSSI	Italy	AGV Honda	AGV Pileri Corse
2	Hans SPAAN	Holland	Honda	Sharp Samson
3	Bruno CASANOVA	Italy	Honda	Team Semprucci
4	Dirk RAUDIES	Germany	Honda	HB Honda Team
5	Jorge MARTINEZ	Spain	Honda	Coronas — J J Cobas
6	Ezio GIANOLA	Italy	Derbi	National Motor SA-Derbi
7	Fausto GRESINI	Italy	AGV Honda	AGV Pileri Corse
9	Alessandro GRAMIGNI	Italy	Aprilia	Team Italia
10	Heinz LUTHI	Switzerland	Honda	Team Elf
11	Adi STADLER	Germany	JJ Cobas Rotax	RS Rallye Sport GmbH
12	Gabriele DEBBIA	Italy	Aprilia	Team Italia
14	Julian MIRALLES	Spain	JJ Cobas Rotax	Coronas Racing Team
15	Maurizio VITALI	Italy	Rotax	Gazzaniga Corse
16	Kohji TAKADA	Japan	Honda	Team Takeshima
17	Steve PATRICKSON	GB	Honda	Levior/Clarke Racing
18	Robin APPLEYARD	GB	Honda	Colin Appleyard Ltd.
19	Alfred WAIBEL	Germany	Honda	
20	Hisashi UNEMOTO	Japan	Honda	Team Unemoto
22	Peter OETTL	Germany	Bakker Rotax	International AGV/MDS Racing Team
23	Gabriele GNANI	Italy	Gnani	
26	Francisco DEBON	Spain	Honda	Ducados-Agrati
27	Gimmi BOSIO	Italy	Honda	Team HB 125 Italy
28	Ralf WALDMANN	Germany	Honda	Schuh-Zwafing Honda Racing
29	Peter GALVIN	Australia	Honda	Team Driza Bone
34	Emilio CUPPINI	Italy	Gazzaniga	Gazzaniga Corse
35	Kazuto SAKATA	Japan	Honda	Elf Team Kepla
36	Ian McCONNACHIE	GB	Honda	Clay Cross Kawasaki
37	Noboru UEDA	Japan	Honda	
38	Serafino FOTI	Italy	Honda	Racing "Eugenio Lazzarini"
39	Nobuyuki WAKAI	Japan	Honda	Moto Bum Racing Supply
40	Johnny WICKSTROM	Finland	Rotax	Silji Line Racing Team
41	Alain BRONEC	France	Honda	Ville de Thiers
43	Kinya WADA	Japan	Honda	I.C.M. Racing Associates
44	Hans KOOPMAN	Holland	Honda	Bakker Autos Elburg
45	Thierry FUEZ	Switzerland	Honda	BP Racing Team
46	Atre MOLENAAR	Holland	Honda	Bieffe Samson Racing
47	Wolfgang FRITZ	Germany	Wiwa Honda	MSC-Schefflenz
48	Oliver PETRUCCIANI	Switzerland	Aprilia	Marlboro Aprilia Mohag Team
49	Luis ALVARO	Spain	Derbi	
50	Taru RINNE	Finland	Honda	Honda/D.V.S.
51	Matula ZDRAVKO	Yugoslavia	Honda	AMK Kvarner
52	Jos van DONGEN	Holland	Honda	Ringelberg Team
53	Hubert ABOLD	Germany	Honda	
54	Jaime MARIANO	Spain	JJ Cobas	JJ Cobas
55	Rene DUNKI	Switzerland	Honda	Dianetik Racing Team
56	Alan PATTERSON	Ireland	Honda	Team Cotoni
57	Stefan KURFISS	Germany	Honda	International AGV/MDS Racing Team
59	Jean Claude SELINI	France	Honda	
60	Carlos GIRO	Spain	JJ Cobas	Team Ducados
61	Antonio SANCHEZ	Spain	JJ Cobas	Team Ducados
91	Manuel HERREROS	Spain	JJ Cobas Rotax	Champi Racing 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

63 MANUEL HERREROS

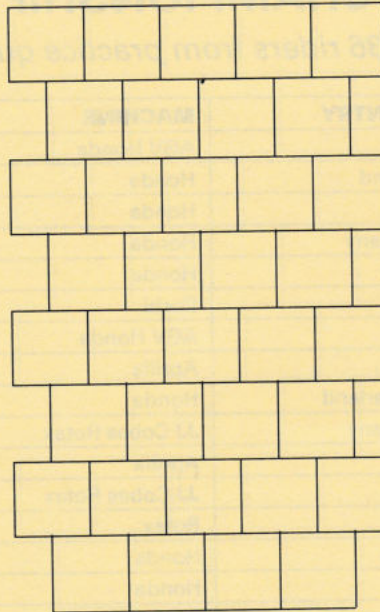


# Shell 250cc British Grand Prix

## Leading Qualifying Times/Speed

1	m	secs	mph
2	m	secs	mph
3	m	secs	mph
4	m	secs	mph
5	m	secs	mph
6	m	secs	mph
7	m	secs	mph
8	m	secs	mph
9	m	secs	mph
10	m	secs	mph
11	m	secs	mph
12	m	secs	mph

## Starting Grid



## NOTES

### Lap Record:

Luca Cadalora - Yamaha  
1m 37.326 secs - 92.47mph - Aug '90

## LAP CHART

Lap Pos.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
1	6	13	5	13	13	13	13	13	13	13	13	13	13	3	3	3	3	3	3	3	3	3	3	3	3	3
2	13	5	13	5	3	2	2	2	2	2	3	3	3	3	13	13	13	13	13	13	2	2	2	2	2	2
3	8	3	3	3	5	5	3	3	3	3	2	2	2	2	2	2	2	2	2	2	4	4	4	4	4	4
4		4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	7	7	7	7	7	7
5		7	7	7	6	6	6	6	7	7	5	5	5	5	5	5	5	7	7	7	12	5	5	5	5	5
6			6	6	6	6	6	6	6	7	7	7	7	7	7	7	7	5	5	5	6	6	6	6	6	6
7				7	7	7	7	7	7	6	-	12	12	12	12	12	6	6	6		12	12	12	12	12	12
8					5	5	5	5	5	12	6	6	6	6	6	6	12	21	12	12		21	21			27
9								5	5	5	-	21	21	21	21	21	27	27	27	27		16	16			16
10										21	21	55	16	16	16	16	16	16	16	16		51	51			51
11										51		51	51	51	51	51	51	51	51	51						37
12										16		16														37
13																										x
14																										x
15																										45
16																										40
17																										37
18																										
19																										
20																										

 **Shell 250cc British Grand Prix**  
**26 Laps — 65 miles — 104.60kms — Start 13.30**  
**F.I.M. WORLD CHAMPIONSHIP — ROUND 11**

*The fastest 36 riders from practice qualify to start*

NO.	RIDER	COUNTRY	MACHINE	ENTRANT
2	Carlos CARDUS	Spain	Honda	Team Repsol Honda
3	Luca CADALORA	Italy	Honda	Rothmans Kanemoto Honda
4	Helmut BRADL	Germany	Honda NSR	HB-Honda Team
5	Wilco ZEELENBERG	Holland	Honda	Sharp Samson Team
6	Martin WIMMER	Germany	Suzuki	Team Lucky Strike Suzuki 250cc Wimmer
7	Masahiro SHIMIZU	Japan	Honda	Team HRC
8	Jochen SCHMID	Germany	Honda	Schuh Zwafink Honda Racing
9	Pier Francesco CHILI	Italy	Aprilia	Valesi Racing
11	Alex CRIVILLE	Spain	JJ Cobas	JJ Cobas - Marlboro
13	Loris REGGIANI	Italy	Aprilia	Aprilia Unlimited Team
14	Peter LINDEN	Sweden	Honda	
15	Carlos LAVADO	Venezuela	Yamaha	Team Greco
16	Alberto PUIG	Spain	Yamaha	Team Ducados Yamaha
17	Paolo CASOLI	Italy	Yamaha	API Team Agostini
18	Andeas PREINING	Austria	Aprilia	OMK Racing Team/SK Voest
19	Marcellino LUCCHI	Italy	Aprilia	O.Z System Racing
20	Doriano ROMBONI	Italy	Honda	HB Racing Team
22	Stefan PENNESE	Italy	Aprilia	
25	Wayne DORAN	South Africa	Yamaha	
26	Jonathan CORNWELL	Canada	Yamaha	Equipe Castor
27	Renzo COLLEONI	Italy	Aprilia	Valesi Racing
28	Mike WILSON	South Africa	TBA	
30	Harald ECKL	Germany	Aprilia	JF-Aprilia Kuhnert
32	Bernard HAENGGELI	Switzerland	Aprilia	Marlboro Aprilia Mohag
33	Stefan PREIN	Germany	Honda	HB Honda Team
34	Patrick van GOORBERGH	Holland	Yamaha	Docshop/Servoprax
35	Jose BARRESI	Venezuela	Yamaha	Venemotos Racing Team
36	Jean FORAY	France	Yamaha	Team St. Yrian Motos
37	Kevin MITCHELL	GB	Yamaha	Medd Holdings Ltd.
38	Ian NEWTON	GB	Yamaha	
39	Alan CARTER	GB	Honda	Silkolene Honda
41	Stefano CARACCHI	San Marino	Yamaha	
42	Fausto RICCI	Italy	Yamaha	
43	Luis LAVADO	Venezuela	Yamaha	Venemotos Racing Team
44	Urs JUCKER	Switzerland	Yamaha	Swiss Yamaha Team
45	Bernd KASSNER	Germany	Yamaha	RS Rallye Sport Motorsport Handels GmbH
46	Renato COLLEONI	Italy	Aprilia	O Z System Racing
48	Daniel AMATRIAIN	Spain	Aprilia	Team Parra
49	Katsuyoshi KOZONO	Japan	Honda	
50	Stuart EDWARDS	Holland	Yamaha	
51	Jean-Pierre JEANDAT	France	Honda	Rothmans Honda
52	Kevin Hellyer	South Africa	Yamaha	
53	Jurgen van der GOORBERGH	Holland	Aprilia	
54	Erkka KORPLAHO	Finland	Aprilia	AMS Mauri Racing
55	Eskil SUTER	Switzerland	Aprilia	Marlboro Aprilia Mohag Team
56	Herri TORRENTGUI	Spain	Aprilia	Tecno Racing
57	Steve HISLOP	GB	Honda	Silkolene Honda
69	Frederic PROTAT	France	Aprilia	FP Motor 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



# Shell 500cc British Grand Prix

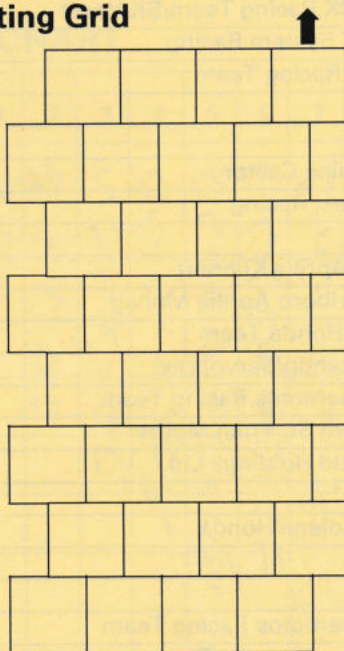
## Leading Qualifying Times/Speed

1	m	secs	mph
2	m	secs	mph
3	m	secs	mph
4	m	secs	mph
5	m	secs	mph
6	m	secs	mph
7	m	secs	mph
8	m	secs	mph
9	m	secs	mph
10	m	secs	mph
11	m	secs	mph
12	m	secs	mph

## LAP CHART

Lap Pos.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	14	19	19	19	19	24	34	1	1	1	1	1	1	1	1
2	5	5	34	34	21	19	1	34	34	34	34	34	34	34	34
3	<del>34</del>	5	5	1	1	19	19	3	3	3	3	3	3	3	3
4		3	1	1	5	3	3	3	14	19	19	19	19	19	19
5		1	3	3	3	5	5	5	5	5	5	5	5	5	5
6		7	2	7	7	7	4	4	4	4	4	4	4	4	4
7			4	4	4	4	7	7	7	7	7	7	7	7	7
8			x	27	26	27	27	27	27	27	27	27	27	27	27
9			6	6	6	6	6	6	6	6	6	6	6	6	6
10			8	8	8	8	8	8	8	10	10	10	10	10	10
11				21	21	21	21	21	21	10	11	11	11	11	11
12				10	10	10	10	10	10		17	17	17	17	17
13				11	11	11	11	11	11		15	15	15	15	15
14				15	15	17	17	17	17	17	16	16	16	16	16
15				17	17	15	15	15	15	15	32	32	32	32	32

## Starting Grid



## NOTES

### Lap Record:

Kevin Schwantz - Suzuki  
1m 33.762 secs - 95.98mph - Aug '90

Lap Pos.	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
1	1	1	1	1	1	1	1	1	1	1	1	1	1	34	34
2	34	34	34	34	34	34	34	34	34	34	34	34	34	1	1
3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
4	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19
5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
6	4	4	4	4	4	4	4	4	7	7	7	7	7	7	7
7	7	7	7	7	27	27	7	7	4	4	4	4	4	4	4
8	27	27	27	27	7	7	27	27	27	27	27	27	27	27	27
9	4	6	6	6	6	6	6	6	6	6	6	6	6	6	6
10	10	11	11	11	11	11									
11	11	17	17	17	17										
12	17														
13	15														
14															
15															