

# Marlboro British Grand Prix World Championship for Motorcycles

## *Silverstone*

### August 12th



Organised by ACU



DAILY EXPRESS

Official Programme £1.00





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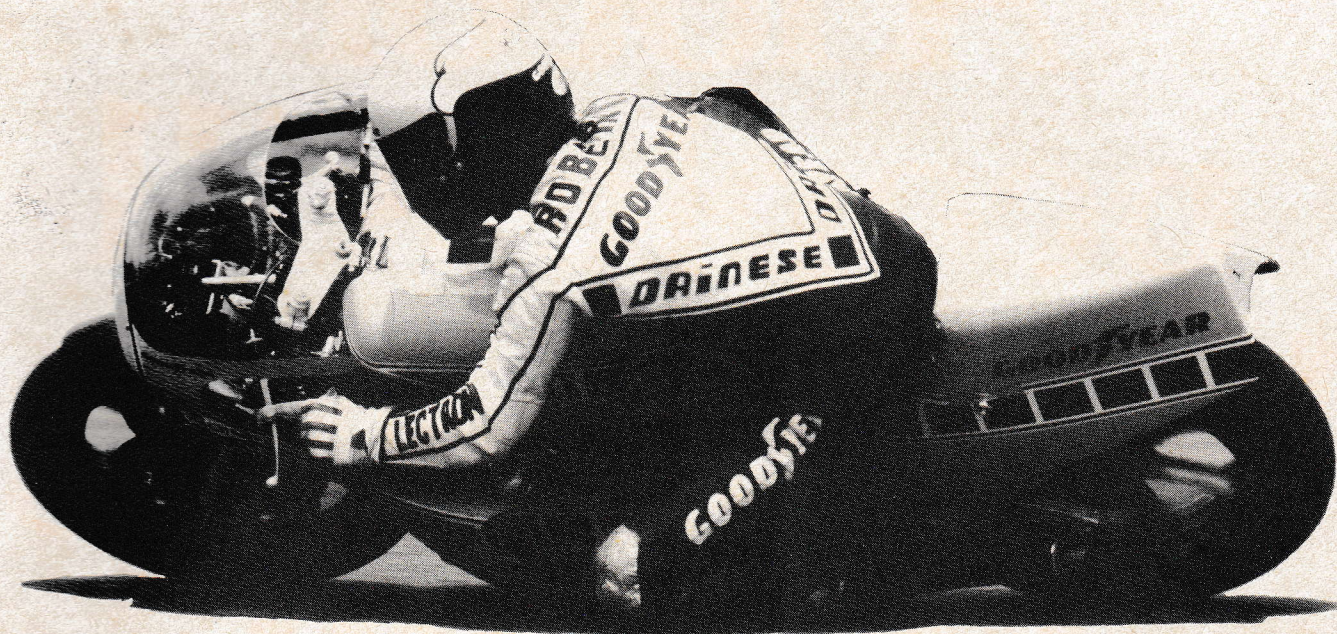
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# Kenny Roberts can't wait ...



## ... for this year's MOTOCOURSE

Virginio Ferrari feels the same. For one thing, they are both very interested in the front cover — which will feature, as usual, the 500cc world champion. Kenny Roberts said last year that he was proud to have his picture on the front of Motocourse. He said that he was hoping for the same again. Virginio is hoping otherwise.

But Motocourse has not won worldwide acclaim on the strength of its cover. It is now recognised that its detailed and entertaining accounts of the entire world championship year (and every aspect of British and international racing), illustrated by sensational photography, have put the book in a class of its own.

Motocourse now has a widespread reputation for printing fact and opinion that other publications somehow overlook. Motocourse tells the whole story. The facts behind the uproar in Belgium, for example; the reflections of the wounded King Kenny in his Tokyo hospital bed; the quirky misfortunes of Barry Sheene; the rise of the amazing Graziano Rossi; the blunder of Ballington, the supreme professional.

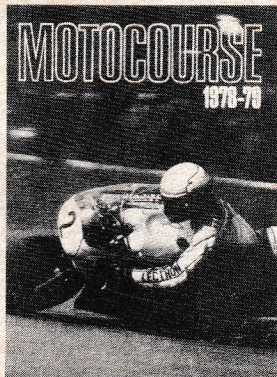
So, if you want a pretty, coffee-table book, keep clear of Motocourse. If, on the other hand, you want a colourful, hard-hitting account of a year in the world's most exciting sport, Motocourse 1979-80 is for you.

**"The ultimate reference book ... beautifully produced."—MOTOR CYCLE NEWS**

**"A first-rate annual ... well done, Motocourse."—CYCLE**

**"Motocourse is what professionalism is all about."—KENNY ROBERTS**

**"The most prestigious book on any motorcycle racing enthusiast's bookshelf."—BARRY SHEENE**



**Watch the motorcycle press during November for our pre-publication offer. Publication date is December 1.**

Motocourse, edited by Barry Coleman, includes contributions by the world's leading motorcycle racing journalists. 192 pages with over 300 photographs, including 60 + colour plates. Chief photographer: Don Morley. Published by Hazleton Publishing, 1 Church Terrace, Richmond, Surrey TW10 6SE, at £9.95.

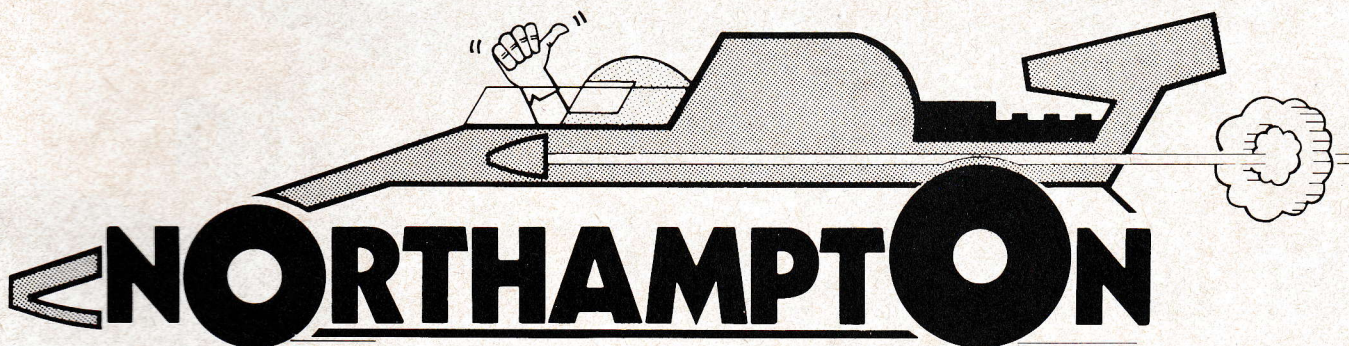


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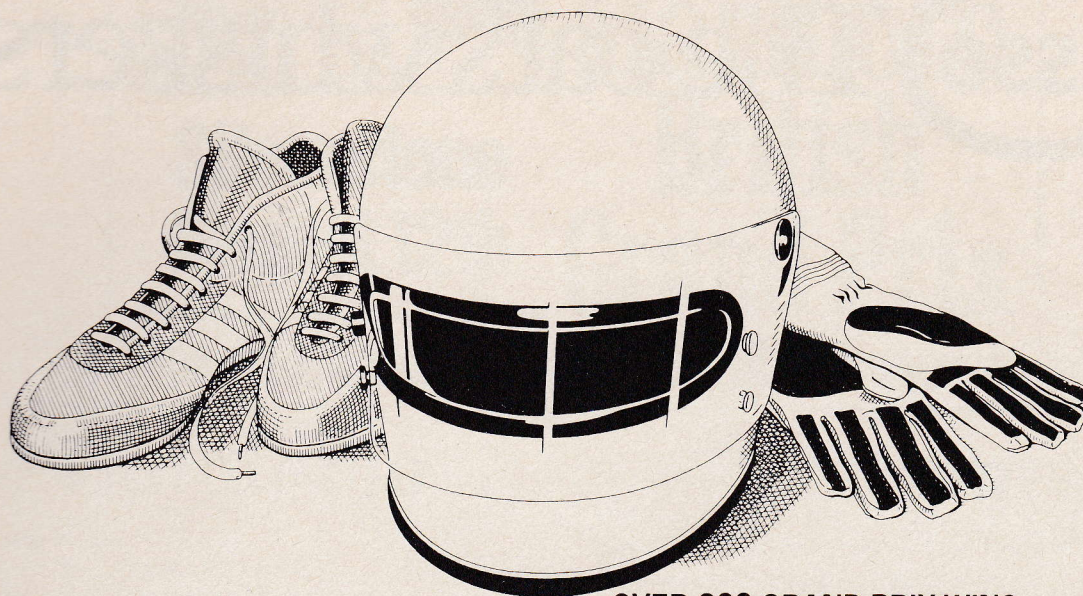
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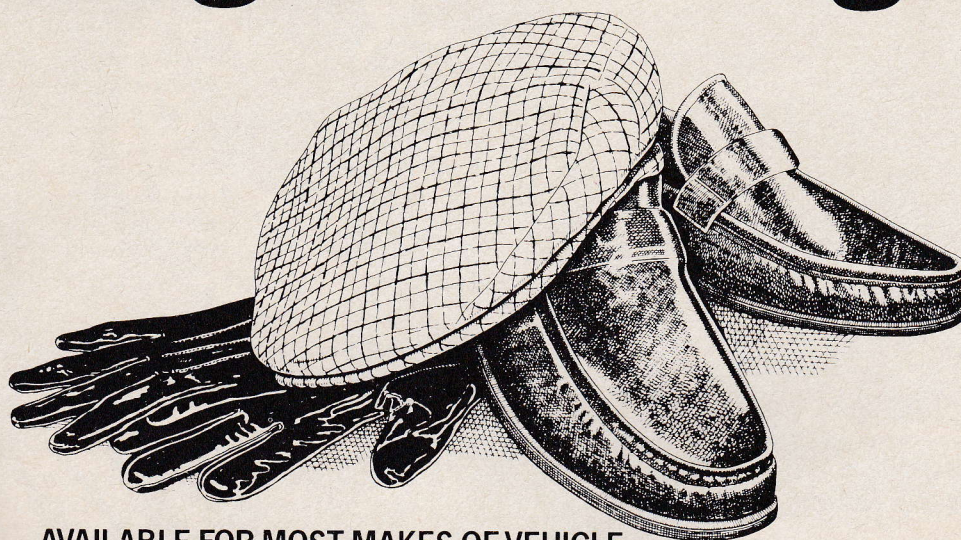






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# **Esso** The cat's whiskers







**Silverstone**  
**August 12th**

# Marlboro British Grand Prix

**World Championship for Motorcycles**

## Timetable

### Friday 10th August

09.00 — 09.30	Practice for 125 cc
09.40 — 10.10	Practice for 250 cc
10.20 — 10.50	Practice for 350 cc
11.00 — 11.30	Practice for 500 cc
11.40 — 12.10	Practice for Sidecars (B2A)
12.20 — 12.50	Practice for Sidecars (B2B)
14.00 — 14.30	Practice for 125 cc
14.40 — 15.10	Practice for 250 cc
15.20 — 15.50	Practice for 350 cc
16.00 — 16.30	Practice for 500 cc
16.40 — 17.10	Practice for Sidecars (B2A)
17.20 — 17.50	Practice for Sidecars (B2B)
18.00 — 18.30	Practice for TT Formula 1

### Saturday 11th August

09.00 — 09.30	Practice for 125 cc
09.40 — 10.10	Practice for 250 cc
10.20 — 10.50	Practice for 350 cc
11.00 — 11.30	Practice for 500 cc
11.40 — 12.10	Practice for Sidecars (B2A)
12.20 — 12.50	Practice for Sidecars (B2B)
14.00 — 14.30	Practice for 125 cc
14.40 — 15.10	Practice for 250 cc
15.20 — 15.50	Practice for 350 cc
16.00 — 16.30	Practice for 500 cc
16.40 — 17.10	Practice for Sidecars (B2A)
17.20 — 17.50	Practice for Sidecars (B2B)
18.00 — 18.30	Practice for TT Formula 1

### Sunday 12th August

06.30 — 11.00	Coach Rides Round the Circuit	
09.00 — 11.00	Pit Road "Walk-About" for holders of Paddock Transfers	
11.25	Marlboro MV Demonstration	
11.45	<b>SHELL MOTOR OILS round of</b>	
	<b>WORLD SIDECAR B2A CHAMPIONSHIP</b>	20 laps
12.35	<b>MARLBORO BRITISH GRAND PRIX</b>	
	<b>WORLD CHAMPIONSHIP 350 cc RACE</b>	24 laps
13.35	<b>MARLBORO BRITISH GRAND PRIX</b>	
	<b>WORLD CHAMPIONSHIP 125 cc RACE</b>	20 laps
14.20	Marlboro Aerobatic Display	
14.35	<b>MARLBORO BRITISH GRAND PRIX</b>	
	<b>WORLD CHAMPIONSHIP 250 cc RACE</b>	24 laps
15.35	<b>MARLBORO BRITISH GRAND PRIX</b>	
	<b>WORLD CHAMPIONSHIP 500 cc RACE</b>	28 laps
16.40	<b>SHELL MOTOR OILS round of</b>	
	<b>WORLD SIDECAR B2B CHAMPIONSHIP</b>	20 laps
17.40	<b>DAILY EXPRESS TT FORMULA 1 RACE</b>	15 laps

*The above starting times are approximate.*

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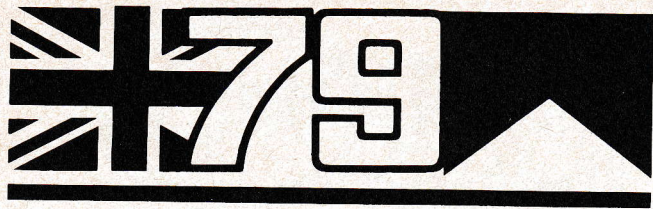
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### THE AUTO-CYCLE UNION

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This programme edited by Pierre Aumonier, published by Silverstone Circuits Limited and printed in England by Taylor-Bloxham Limited, Tyrrell Street, Leicester LE3 5SB (Tel: 0533-536821).





# Marlboro



Welcome to the big one!

Those of you who follow motorcycle racing as dedicated fans will know that we at Marlboro received our baptism in the sport over Easter this year when we sponsored, for the first time, the Transatlantic Series.

We were delighted to discover that the fans were a sincere and very well informed group of enthusiasts who love their sport.

This love of the sport is important for it caused us at Marlboro to realise at the outset that if we were to be accepted as true sponsors, we could not back only the glamorous top end but we needed to channel some of our influence on the often forgotten stars of tomorrow. Of course, I refer to the hundreds of Clubmen racing throughout the UK every weekend come rain or shine.

So at the time of announcing our involvement in today's Grand Prix we also adopted what was the Clubmans Championship and, with the help of the ACU, changed it to the Marlboro-Yamaha Clubmans Championship.

I am pleased to report that the competition has got off to a tremendous start, and with six rounds of the series completed is already building up to what is likely to be an excellent and exciting final here on Silverstone's international circuit on 29th September. Who knows — perhaps we might together discover a British World Champion of Tomorrow.

However, let's come back to today. We are obviously delighted that Barry Sheene is back to his winning ways, but pleased for the sake of the sport and spectators alike that Kenny Roberts and Virginio Ferrari are also here challenging for the right to be called World Champion 1979.

In conclusion, speaking for my Company and myself, we are delighted with our new association with motorcycle racing, and we hope that you the fans — are at the end of the day the people who benefit by our joint efforts.

My special thanks go to all the competitors, the ACU and its officials, Silverstone and The Daily Express. Good luck, and good racing.

George Mackin,  
Sales Director, Philip Morris Ltd.



# British Grand Prix

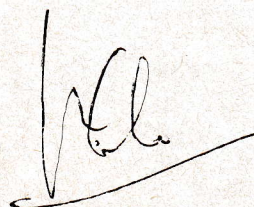


Once again we meet at Silverstone to witness this great annual spectacular — The British Motor Cycle Grand Prix — an event which has firmly established itself as one of the most popular road racing events in the world.

Today, as in previous years, you will witness a 'battle of the giants' in motor cycle racing — the world's best drivers not only appear today striving for more world championship points, they appear because they like the Grand Prix atmosphere at Silverstone and the circuit facilities available to them, I believe they also like the friendly way the Auto-Cycle Union organise the event.

This year the races will be greatly enhanced by our new sponsors — Marlboro — a Company which is world renowned for its sponsorship of motor cycle racing. In addition to sponsoring this Grand Prix Marlboro, together with the Daily Express and Yamaha, are supporting the ACU Clubmans series of races which culminate in a finalising race at Silverstone on September the 29th where it is hoped a new generation of British World Champions will be born.

To the Directors of Silverstone Circuits Limited, Marlboro Limited, all the voluntary officials, competitors and entrants who make this event possible and most of all to you the spectators, welcome to the 1979 Marlboro British Motor Cycle Grand Prix and on behalf of the Auto-Cycle Union I thank you for your continued support.



Vernon Cooper  
Chairman of the ACU Road Racing Committee  
and Clerk of the Course



# THE SEASON SO FAR

by Chris Carter, Motor Cycle Weekly

There is never a good time to have a crash, but for reigning 500 cc world champion Kenny Roberts the accident while testing the new 500 cc four cylinder Yamahas at the factory's own test circuit at Iwada, near Hammamatsu back in February could hardly have come at a worse time.

The arrival of the American on the 500 cc world championship trail last season added an extra ingredient to what has always been the most exciting and prestigious class in road racing, whatever supporters of Formula 750 racing might say!

If Kenny's injuries had forced him to miss many rounds, or lose any of the sparkle to his riding it would have been a tragedy, but right from his first appearance in the series, at the second round, the Austrian GP at the Salzburgring, it was obvious that Kenny was still a serious challenger for the title.

Kenny's crash did make him miss the opening event, though, the Venezuelan Grand Prix at San Carlos in March, but as Kenny was quick to point out he had failed to score in the South American event the previous year when his Yamaha holed a piston during the race, and he had still been able to win the title!

Venezuela had given Barry Sheene a definite boost to his hopes of regaining the 500 cc crown he had lost to Roberts the previous year.

Forced to temporarily abandon his car racing plans Barry had returned with new vigour and enthusiasm to two wheeled sport. His win at San Carlos was no real surprise. He likes the country, doesn't mind the heat that has lesser men on the verge of collapse, and knows his way round the Venezuelan circuit.

Barry destroyed the opposition at San Carlos. Even before the race began Barry knew that he could beat, that day, everyone in the 13 strong line up.

His win was emphatic and richly deserved, and the threat from Johnny Cecotto, spearheading the Yamaha attack on the only four cylinder Yamaha in the race, fizzled out once again. Johnny pulled out of the race with oil on his rear tyre.

It was the signal for more than half the fans to go home. Venezuelan spectators do not go to the track to watch the racing.

They go to see their fellow countrymen do well. Their interest disappears as soon as the Venezuelans in the race lose any possibility of winning.

To watch the crowd at San Carlos stream away, was like watching football supporters slink out of the ground when they are six-nil down at home, with ten minutes to go!

Fortunately crowds at other GPs are rather more interested in the sport as a whole, except the Saturday night revellers at Spa Francorchamps who ran amok at the Belgian GP, but perhaps it's better to forget about that whole sad business.

But back to the 500 cc championship. Sheene's bubble burst at the Austrian GP when a sad mistake by one of his mechanics left a washer floating round in the front brake, and from the word go Barry's stopping power deteriorated to such an extent that he slipped rapidly down the pack to finish out of the points.

Out front Kenny Roberts grabbed an impressive win, but again it was the young Italian who took runner up spot, just as he had done at San Carlos, and Virginio Ferrari stood proudly at the top of the championship table.

Ferrari had obviously been a fancied runner following his electrifying win at the West German GP last year in his only outing on a factory Suzuki. But one win at the Nurburgring was scarcely enough, at that stage, to rate him a world championship contender.

Since the start of the year though his rivals and the rest of the GP circus have had to face the fact that Ferrari is a man in with a very good chance of taking the 500 cc title away from Roberts.

It took him until the Dutch TT at Assen before he won his first 500 cc race of the year, but long before then Ferrari's results and riding were enough to make the opposition sit up.

In Austria Ferrari might well have been able to beat Roberts in the sprint to the line, he thought. But the chance never came. On the warm up lap Virginio found that the front tyre was faulty and he had to stop, and fit the spare wheel which had an intermediate cover instead of a slick.

Though Ferrari was able to shadow Roberts early on, the tyre



Patrick Fernandez, current 350 cc championship leader.

Photo by Champion Photo Service



Can Barry continue his improved form with British victory?

Photo by Champion Photo Service