

MARLBORO MV DEMONSTRATION

The glorious sound of racing MV Augustas will bring nostalgia pouring back to thousands of fans at the Marlboro British Grand Prix.

Marlboro have been able to arrange a demonstration run of two of the Classic 500 cc MV machines before the start of racing on Sunday.

Who better to demonstrate the bikes but motorcycle racing's two most successful riders ever Giacomo Agostini and Mike Hailwood — between them 25 world titles.

Ago and Hailwood were team mates in the MV team in 1965 but for much of the rest of their careers they were rivals, Hailwood riding for Honda battling against Ago, who remained faithful to MV until finally switching to a two stroke Yamaha.

Indeed it was Ago who gave Count Agusta his final World Championship win in the 1977 German GP at Nürburgring whereupon MV withdrew from the sport.

MV's dominated the 500 cc World Championship from 1956 to 1974 to score an amazing 18 wins missing out only in 1957. Their success came despite the attempts of Honda and others to break the domination. Seven of these victories were scored by Agostini, and four by Hailwood.

MV also scored numerous world championship titles in other

categories — five in 125 cc, four in 250 cc and ten in 350 class. In the latter class Agostini won for MV from 1968 to 1974 inclusive. A quite staggering record.

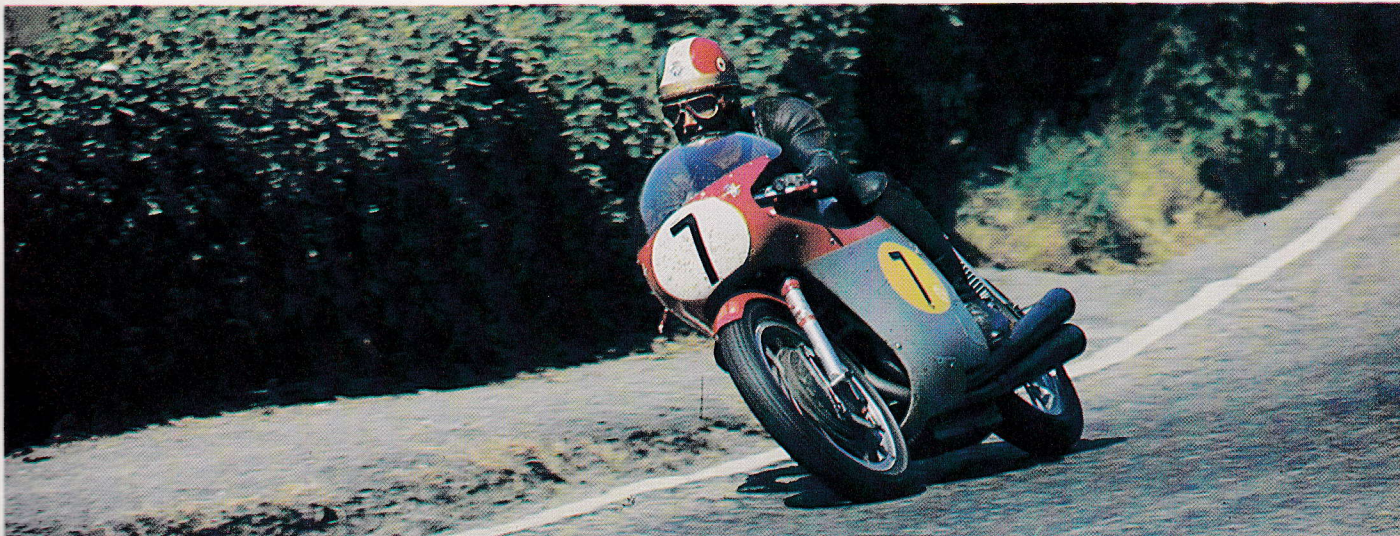
The rounded sound of the four stroke MV will contrast sharply with the shrill of the modern two strokes and will bring happy memories to thousands of fans.

Hailwood and Agostini will have the choice of two MV-Augusta 500s. One will be a three cylinder MV from 1967. This machine gave 85 bhp at 12,200 — about 30 bhp less than the current Suzuki 500. The basic design served MV well until it was replaced at the start of the 1973 season by a four cylinder design, a bike which gave Phil Read the world title in 1973 and 1974.

The two 500s, the 3-cylinder and 4-cylinder will both be demonstrated at Silverstone.

Both Mike and Giacomo have remained active in the sport since the glorious days of MV. Mike retired after his final brilliant comeback ride at the Isle of Man a couple of months ago. Giacomo retired from two wheel racing at the end of 1977 but is now showing good form driving the Marlboro Williams in British Aurora AFX Championship Series.

Both men are legends in their own time and Marlboro are delighted to reunite them with famous MV's.





Flying Display
Sunday, 12th August
14.20 hrs.

Above the Silverstone Circuit Philip Meeson, British Aerobatic Champion and leader of the Marlboro Aerobatic Team, will be giving a demonstration of the spectacular manoeuvres flown in the international sport of competition aerobatics.

The Team fly two Pitts Specials — one of the most advanced aerobatic aircraft flying today — and when not flying in competitions give formation and solo displays at shows throughout Europe.

In his display Philip will show you the amazing manoeuvrability of the Marlboro Pitts. As a result of continuous development, it has the fastest rate of roll of any aircraft flying today, and the "flick" rolls are so fast that you can miss them if you blink!

Like a Formula 1 racing car the Pitts is a "no compromise" design; a biplane for strength and lightness, special wings for upside down flight, and a 180 hp air-cooled "flat 4" engine giving a power-to-weight ratio greater than many of the cars below.

While the top speed of the Marlboro Pitts is 200 mph, most of the manoeuvres are entered at around 160 mph. At

this speed — during, for example, an "outside loop" — Philip will experience —5G when he is pushed out against his straps by a force of gravity equal to five times his own weight. The heart especially has to adjust to these different accelerations, and so like other sports, the peak of physical fitness is required.

Like motor racing, aerobatic teams are continually striving to develop and perfect their machines. At the last World Championship fifteen nations sent teams — the Russians, Czechoslovakians and East Germans being government sponsored and equipped.

The rewards of the sport are twofold — tremendous excitement and the satisfaction of flying an aeroplane in a way that no man would have dreamed possible just a few years ago, and few pilots would imagine possible today.

Aircraft Specification

Type	Pitts S.I.S.	Cruise Speed	140 mph
Engine	180 hp Lycoming	Top Speed	200 mph
Weight	875 lb	Rate of Climb	3000 ft per minute
Length	16' 10"		
Wingspan	17' 10"	Range	300 miles

PHILIP MEESON — PILOT AND TEAM LEADER

Philip's flying career began at 17, when he learned to fly in that famous training aircraft, the Tiger Moth.

A flying commission in the Royal Air Force followed, during which time he kept up his civilian flying by taking part in many National competitions.

After leaving the Royal Air Force in 1971 he lived in the United States, where for the first time he saw a Pitts Special. He was so impressed with the aircraft that on his return he organised the construction of the first of its type in this country.

An international aerobatic competition since that time, Philip has for four years been a member of the British Aerobatic Team, and has represented Great Britain at European and World Championships.





The Daily Express correspondent Les Nichol discusses the new Marlboro Yamaha Championship with Mick Grant. Will the competition find a new Grant or Sheene?

All the big names behind motorcycle racing in this country, past and present, like Barry Sheene, Mike Hailwood, Mick Grant and Phil Read, agree with me that stronger support for our shoe-string Clubman Racers is a "must".

The Club competitors — the life-blood of the sport — need greater incentives, a bit more going back into their hard-hit pockets and more recognition to boost their image. Among them are the men fighting for an eventual place on the Grand Prix grid — where Britain, currently is not looking so mighty.

That's why, last January, the forward-thinking Daily Express launched its search to find a future Barry Sheene, and try to uphold the tradition of past greats like Hailwood, Surtees, Read and Duke.

There is certainly an urgency behind the quest to uncover fresh talent. Sheene, 500 world champion in 1976 and 1977, lost his crown, after a season-long struggle, to Kenny Roberts of Yamaha. Roberts became the United States first world title holder. The Americans had certainly arrived, as they more than proved through successes in the Marlboro Transatlantic Series, supported by the Daily Express, last Easter.

Overseas riders continue to sweep into the world-beating bracket in every category. True, that Grant and his new Hondas have now arrived, but take Sheene out of the present line-up, and you are left with a thin red, white and blue line.

That's why motor racing giants Marlboro lost no time in linking with the Daily Express and Yamaha to form the new Marlboro Yamaha Clubmans Championship. And what an overwhelming success it has proved.

I have, so far, watched these race-for-the-fun-of-it challengers in action all the way from Snetterton, Croft, Darley Moor, Brands Hatch and Cadwell Park. At Cadwell, with more than 300 entries, they had to make it a two-day meeting. Not one rider was turned away.

It's been a family supported affair; real racing at its non-stop roots. Get up and go stuff, regardless of weather and with some of the finest fish, chips and peas, shared with Marlboro's Clubman representative, David Ray, at rain-hit Darley Moor.

But the quest for new riders has paid off. There are new names like 22-year-old David Dean, from Wigan, a top contender with his Yamaha in the 350 category and also aiming strong for title honours in the 500 class.

With more than 50 successes in heats and finals this season, he has already claimed additional sponsorship for a 250 Yamaha from motorsport enthusiasts Calor Transport.

Dean has shown the grit which future Sheenes are made of. At Croft, North Yorkshire, last May, he crashed injuring his right foot and nearly wrecking his two year old Yamaha.

David patched up both his foot and his bike — and went out to win both the 350 heat and final. All he said was: "I just had to stay at the top of the table — but I did have doubts about the bike staying together." So had I!

There are about 4,000 Clubman racers like Dean registered with the Auto-Cycle Union, governing body of the sport in this country. They pay £3 for their racing licence, and £6 for a national licence when they move further up the ladder.

Then, after qualifying through a scoring system, they move into today's class with an international licence that cost £20. That's when the big bid begins. Up to that stage its been pulling the engine to bits in mum's kitchen, and using her oven for a bit of metal baking. It's a spot of luxury if you get time for pie and chips on the circuit. You might have worked all night on the engine, and done a few more check-overs in the back of the van — which you've slept in — as daylight comes through.

The whole lot has often cost you every coin you can scrape together. Pictures and pubs are a luxury from the past. That goes for the girl-friend who might not "go" for it all. You just hope to start and finish. And win. And not "blow" it up. If you do, you start all over again ... and wonder why.

So, to help them on their way, Marlboro are awarding £5,500 in prize money, the highest-ever for such a competition. Mitsui Machinery Sales (UK) Limited, Yamaha's representatives in this country, are presenting the winner with a £4,000-plus 350 TZ Yamaha, in full 1980 specification.

This is the sort of ammunition you need to tackle the top category. With it, Mitsui are also giving a TZ 250 engine, worth more than £1,250, as a second prize.

The sidecar men, like Sunderland's Mike Crawford and Northampton's Keith Cousins, will be bidding for the Daily Express Trophy, plus a £250 cheque. These lads always seem to get the least "plugs". Yet their courage and high degree of crowd entertainment is one of the highlights of the sport.

On September 29 the whole show arrives here at Silverstone for a final battle over this country's fastest Grand Prix circuit. Derek Jackson, competitions secretary of the ACU, who maps the Clubman's progress, claims: "Silverstone will see our top class clubmen racing against each other for the first time in a major national competition."

And Jackson sums up: "Marlboro have proved that they are not just interested in racing at the top. The new championship has greatly strengthened the base of the racing pyramid in this country — and next year should be even more productive."

I am certain it will. In 1971 I suggested to Gerald Lascelles, President of BRDC, that motorcycle racing must return to Silverstone. It did. In 1977 the meeting became a world championship.

Now let us make sure that "World Championship" means something to Britain — by continuing to provide the incentives for our boys to wave the flag.

MARLBORO YAMAHA CLUBMANS CHAMPIONSHIP FINALS

Supported by the Daily Express

Silverstone Grand Prix Circuit

Saturday 29th September, 1979

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Racing from 13.00 hrs.

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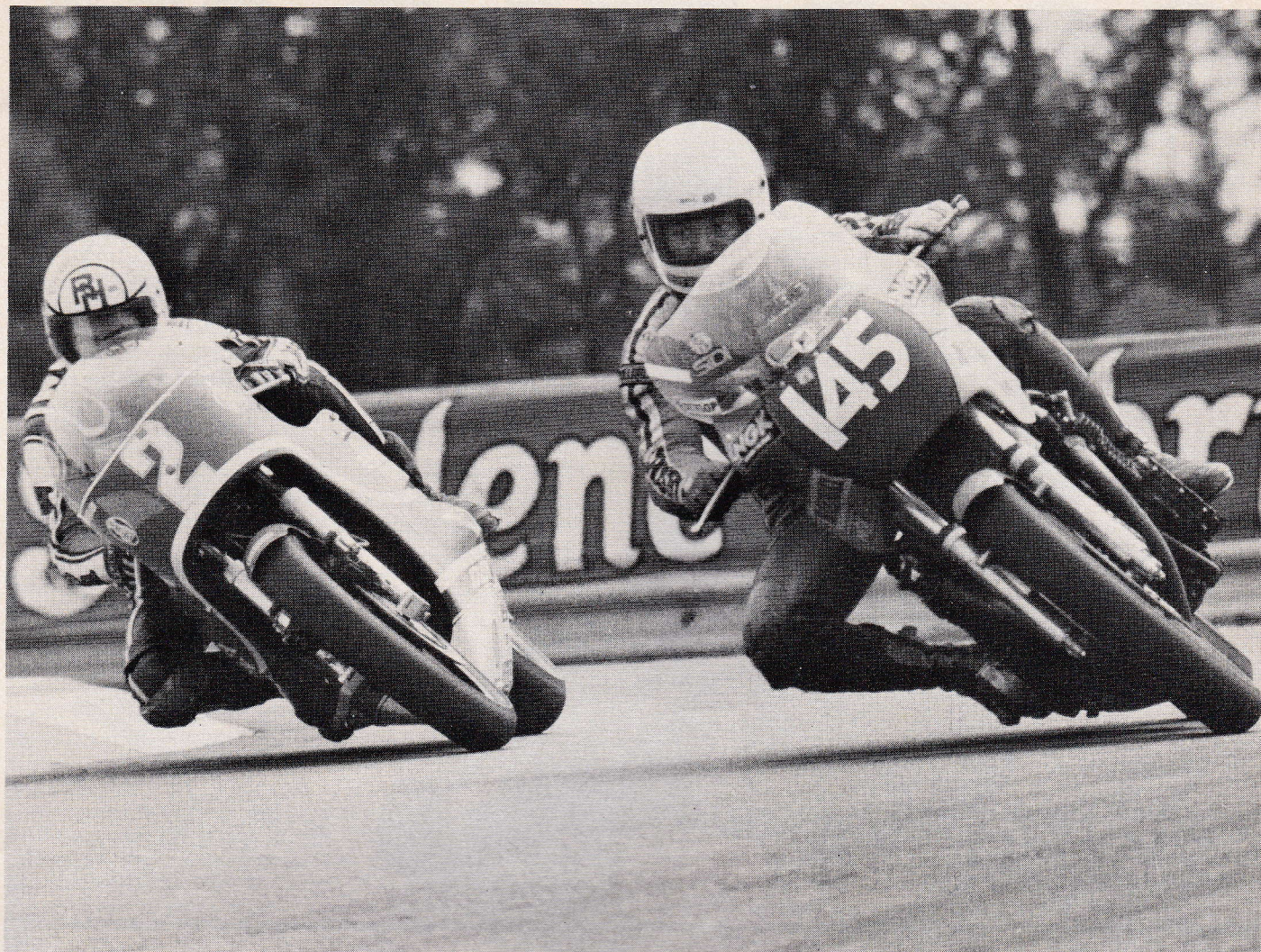
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Sensation of the series, Graeme Crosby (145) takes the outside line round Ron Haslam.

Photo by Jim Greening

TT FORMULA 1

by John Brown, Motor Cycle Racing Magazine

A quick glance down the current TT Formula One championship table suggests a Honda domination of a class that was introduced this year to bring a breath of fresh air to an at times rather jaded British racing scene.

In fact such an appraisal of F1 is completely incorrect and Honda, I feel sure, would be among the first to admit that they are rather fortunate to have a rider 26 points clear at the top of the championship as the contest reaches the halfway stage.

The fact that the man at the top is young Ron Haslam from Langley Hill, Notts, who is currently riding at the peak of his excellent form has done a lot to boost the Honda position and this also has to be coupled with a fair amount of bad luck and niggling problems within the rival camps and in particular Suzuki.

The class which has attracted a gratifying amount of interest back to four stroke racing at factory level immediately went down on the list of priority championships on the Suzuki season planner but the lack of suitable bikes for the start of the series was to prove to be a set back.

Honda, with five years experience of the type of machine required and with Mick Grant and Haslam as their works riders, were justifiably noted as favourites for the first championship.

This together with a considerable back up force of dealer and private riders on machines bearing the same name added to the general feeling of contentment among Honda officials.

Charlie Williams with an excellently prepared four cylinder machine from David Dixon, experienced Tony Rutter with a Peckett and McNab framed variation entered by Gilberts of Catford, London, former British champion Roger Marshall with a

similar style Peckett and McNab machine and Stan Woods with yet another private Honda helped to inspire the feeling.

The series started late in the season, the Brands Hatch international on May 27 to be precise, and it was Haslam with his works Honda who came out the winner.

Marshall boosted the Honda marque with a fourth place ride, later to be upgraded to third, but there was a surprise in store from a New Zealand sensation by the name of Graeme Crosby.

With an upright handlebar, part faired Moriwaki prepared Kawasaki Z1000 the 23-year-old from Sydney gave chase to works rider Haslam and in fact got his machine in front for a spell.

Haslam of course was not amused but it was only when Crosby's throttle stuck that the British rider was able to pull out a winning margin.

Just the same the likeable 'Croz' who has done so much to bring the hoped for enthusiasm to the F1 class took second place ahead of Manship on the Dunstall Suzuki.

It was after the race when the machines were examined that a regulation violation was discovered and the troubled official Suzuki F1 team controlled by south east London manufacturer Paul Dunstall found their machine struck from the results.

"We had some welding on the cylinder heads," explained Ron Aldridge who helps Dunstall run the team.

"But it was only done to help strengthen the bosses for bolting and there was no suggestion of trying to alter the specification of the engine. There certainly was no suggestion of cheating, it was just the way the regulations were interpreted.

Ron in fact reckons that Steve could have won the first Brands

GOLDEN BOY

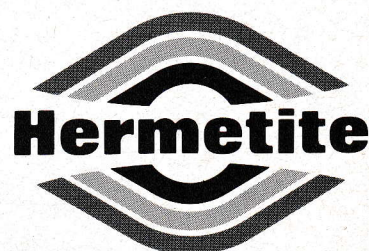
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Isle of Man Classic TT Race

Mallory Park Shellsport 500 Challenge

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round. "We had the speed of the Honda but were having a lot of trouble with the front brake," he said.

Things certainly did not start off smoothly for the Suzuki set-up with the tragic death of Tom Herron in the North West 200 as a major rider setback.

Also when the GS 1000's arrived from America they were far from ready to race in this country.

"There were six bikes and not one was a true Formula one machine," said Ron. "For a start they had high bars and were fitted with 32mm carburettors instead of the 28mm units required to meet the F1 regulations. They were just not suitable for road racing especially when it came to the brakes and it was lack of time for preparation that led to Steve's stopper trouble at Brands."

"It really was a matter of not having the time to get the machines set up and developed in race conditions."

Once again F1 proved to be the centre of attraction when the TT in the Isle of Man came round and it was guest rider Alex George who brought victory to Honda in a week when the Scotsman produced a fantastic victory double.

Charlie Williams, who slid off his Dixon mount early in the race at Brands made no mistakes in the Island to take second place while Haslam, not a really experienced TT rider yet, kept it in the family with third place.

Croz, making a first Island performance and clocking nearly 109mph on his big Kawasaki that for once sported a full fairing, was fourth home to keep in the championship hunt while Mike Hailwood who decided to save his energy for the TT and give Brands a miss opened his score with six points for fifth place.

But this was to mark the end of Mike the Bike's preparation in the F1 series.

He found that his updated Ducati twin similar to the one that took him to a sensational victory a year before was not as competitive as he had hoped.

He agreed to go on to the third round at the Post TT Mallory Park meeting but there was another setback in store.

George Fogarty borrowed the Sports Motor Cycles of Manchester Ducati for the Classic TT in the Island and crashed heavily. He escaped injury but the Ducati was extensively

damaged. There was no time for a rebuild so Hailwood found himself with a Suzuki loaned by Dunstall for the Mallory third round.

"I never saw the machine until practice on race day morning let alone have a test run on it," said Mike after a disappointing day when brake trouble similar to that which bothered Manship at Brands set-in while he was holding tenth place.

That really was to be the last ride for Mike in the F1 series because for his final race before retiring in the following Donington Park event he elected to race only in the 500cc class on which he crashed during practice.

"That F1 championship is just too competitive," he said after his Mallory race. How about that for praise for a new class from a man considered by many to be the best racer for more than a decade.

The Suzuki team were once again out of luck at Mallory because Manship racing for the lead with Grant and Haslam was knocked off at the hairpin by Haslam who cut across in front of him.

There did not seem to be anything deliberate about the incident although Manship was justifiably far from happy as he picked himself up and retired from the race.

Crosby wrecked the gearbox of his Kawasaki in an earlier superbike race when he attempted to pull off the line in a clutch start with a very overgeared machine so the Mallory round turned in to a damp squib with Haslam an easy winner from Grant.

And so to Donington and that man Crosby was at it again giving Haslam, the fastest man on that particular circuit a full run for his money.

Grant, never in with a winning chance, was third while Honda mounted Rutter gave a repeat Mallory fourth place performance.

The fifth and last round before the confrontation here at Silverstone took place at Snetterton and once again it was the almost unfaired Kawasaki of Crosby who gave Haslam's Honda a tough time.

Crosby, who in fact upset a marshal at the Russells corner section by clipping the white line and even going on the grass, took the lead for several laps before Haslam asserted his authority and went on for his fourth maximum point score in the Forward Trust Motor Cycle Weekly sponsored championship.



Charlie Williams (27) and Steve Manship (1), Williams currently lies third in the series.

Photo by Jim Greening

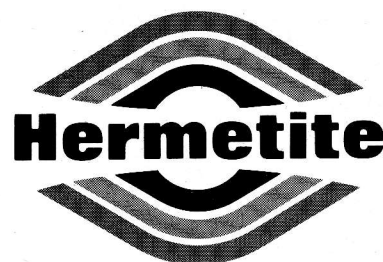
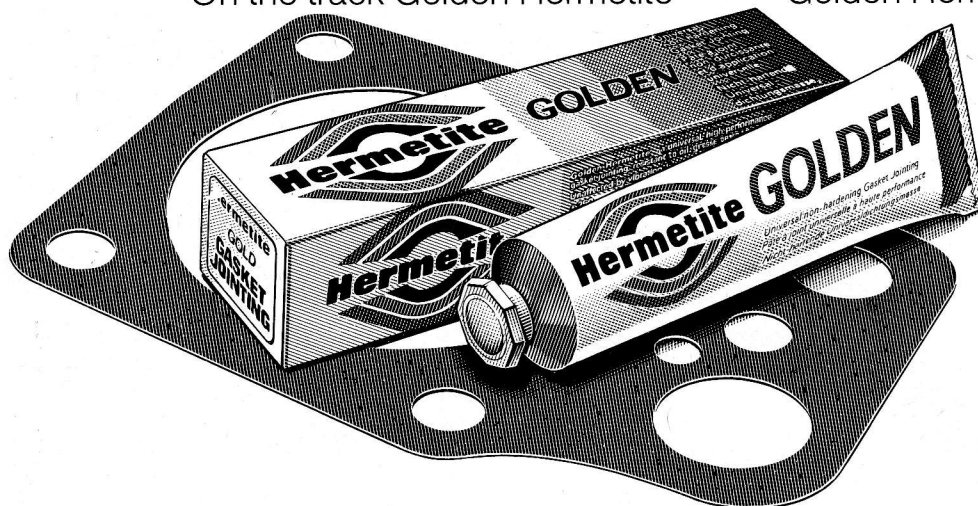
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The afore mentioned marshal protested about Crosby's tactics claiming that he did not return to the circuit at the same point he left it. Perhaps he never watches a sidecar race!

Anyway, the protest went to the Jury after Crosby finished second and was rejected on the grounds that there was no riders' meeting before the racing started, Crosby was a newcomer and — this really brought a smile on his face — he was a foreigner.

So the Kiwi retained his second place and established a second place in the championship as Manship at last got his just rewards of ten points for third place that he was allowed to keep.

Rutter was again fourth and moved up to fourth place in the championship, just in front of Grant who failed to finish the race because his works Honda went on to three cylinders at the start. Ignition trouble was the cause of the failure for the Yorkshire rider who will surely be more interested in his first 500 Grand Prix bike ride at Silverstone than trying to get back into the Formula 1 hunt.

Williams who got a useful six points at Snetterton takes over third place and with his present superb form could well be among the top points again this weekend.

Honda strengthen their works power for Silverstone by bringing in Alex George to back up Haslam and Grant but although the Scotsman was the hero of the hour when he took the Isle of Man honours there never has been a suggestion of him becoming a regular team rider.

"After his TT success we obviously offered him a machine for the Ulster GP so that he could be in with a chance of winning the world championship title for TT formula that is decided over these two meetings," said Honda team manager Gerald Davison. "There was never a bike available for him at the short circuit championship rounds and for Silverstone which we consider to be a rather special occasion he will have the use of our Peckett and McNab chassis with a spare engine fitted."

Although the championship this year does seem to be going the way of Honda and in particular Haslam it does not mean a lack of interest from Suzuki who are convinced that they will have the beating of their Japanese rivals before the last round at Brands Hatch on October 28.

"Like the Brands first round I feel we could have had the winner with Manship at Mallory," said Ron Aldridge. "Steve was fastest in practice and our machine was handling better than the Honda. If Haslam had not brought him off I feel we would have been the winners."

Ron admits that Donington, where Manship struck machine trouble was a different story. "By then Haslam's machine was handling better and he was able to change direction very quickly and that gave him a definite advantage on one section of the circuit in particular," he said. "I think we accept we could not have won that round."

At Snetterton Manship could match the Honda speed but despite good handling had trouble getting a fast run into the Norwich straight. "I lost time feeding the Suzuki into the Norwich straight because it had a tendency to slide," said Manship. "While I was doing this Haslam was hitting it much quicker and consequently was going much faster by the end of the straight."

Despite the current situation Ron Aldridge is convinced his team should have had two wins to its credit and does not rule out the chance of something of a surprise at Silverstone.

Entered on Suzuki GS 1000s are Manship, Grand Prix regular Steve Parrish and Bob Smith who joined the line-up for the time at Donington.

Not a very impressive debut though," says Smith as he remembers the crash caused by a rear tyre puncture. He was back again at Snetterton and although not completely fit took ninth place and netted his first two championship points.

Suzuki will be looking for victory this year but in the main they are building up for a full blooded effort next season with brand new machines.

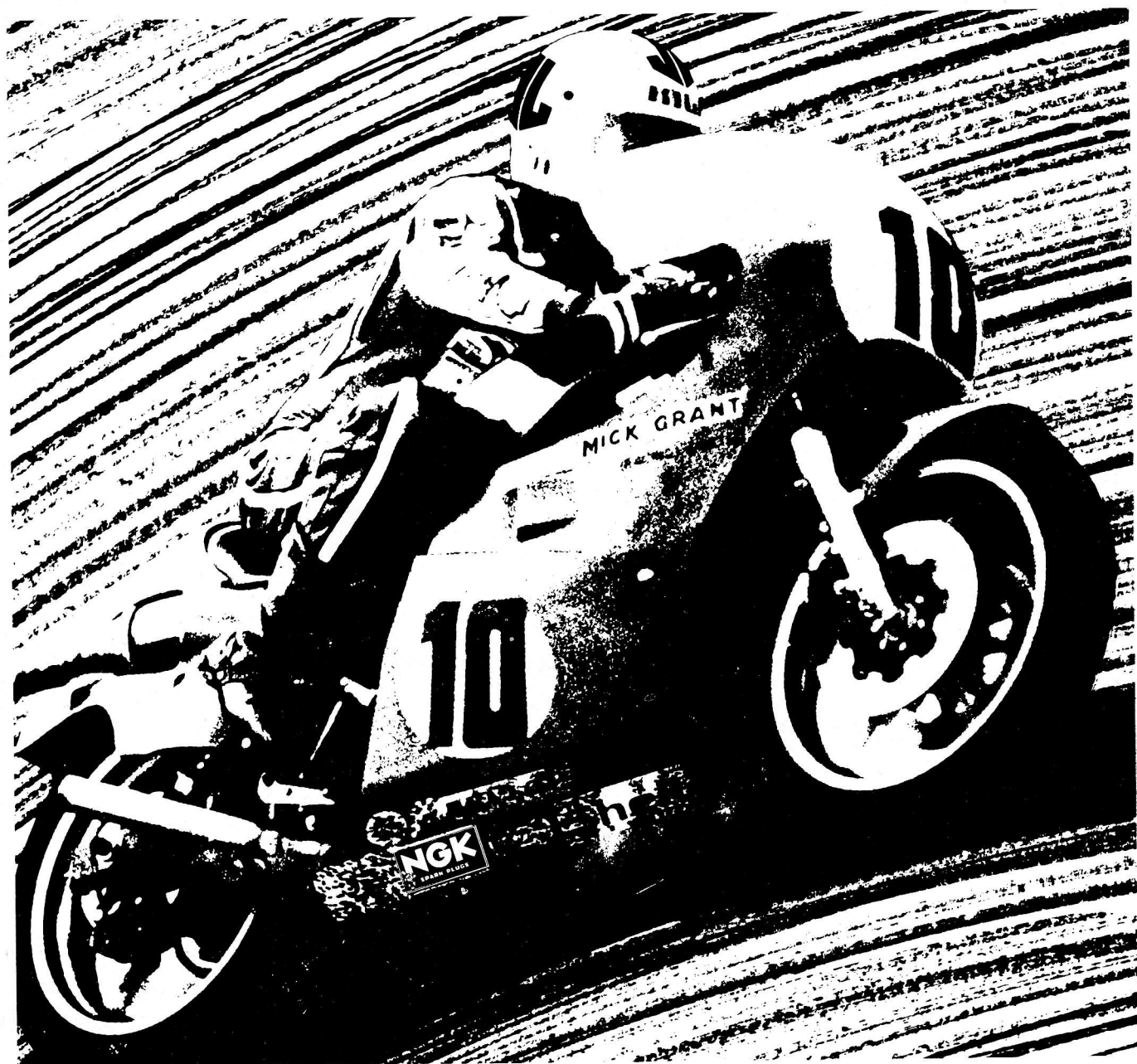
Honda certainly take the series seriously and the keenness of these two factories alone spell out a strong and competitive future for the class.

Whether Kawasaki come in officially remains to be seen but they can certainly rely on Crosby to keep the factory name to the fore for the rest of this season. He has cancelled earlier plans to go back to New Zealand before the end of the British season so that means we should be seeing the "roadster" machine for the rest of the championship. "I'd love to stuff one up the Poms," grins Croz who can't understand why his machine and riding style attracts so much attention. "We race like that back home all the time and I don't see any need to change things because we are racing in Britain," he said. It certainly will be interesting to see how the character of the F1 scene performs on the ultra fast Silverstone circuit this weekend.



One of the pack finds a different line.

Photo by Jim Greening



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Mike Hailwood on the GS1000 Dunstall Suzuki.

Photo by Jim Greening

CURRENT CHAMPIONSHIP POSITIONS

WORLD CHAMPIONSHIPS

500 cc	1	Kenny Roberts	88	250 cc	1	Kork Ballington	96
	2	Virginio Ferrari	81		2	Gregg Hansford	69
	3	Barry Sheene	60		3	Graziano Rossi	55
	4	Wil Hartog	56		4	Patrick Fernandez	45
	5	Boet van Dulmen	44		5	Randy Mamola	38
	6	Franco Uncini	39		6	Walter Villa	37
	7	Jack Middlesburg	36		7	Anton Mang	32
	8	Tom Herron	28		8	Jean-Francois Balde	24
	9	Phillipe Coulon	21		9	Edi Stollinger	21
		Christian Sarron	21		10	Charles Mortimer	14
350 cc	1	Patrick Fernandez	65	125 cc	1	Angel Nieto	105
	2	Kork Ballington	63		2	Thierry Espie	48
	3	Gregg Hansford	57		3	Maurizio Massimiani	35
	4	Anton Mang	51			Hans Mueller	35
	5	Michel Frutschi	37		5	Ricardo Tormo	27
	6	Jon Ekerold	33			Gert Bender	27
	7	Walter Villa	28		7	Stefan Dorflinger	26
	8	Sadao Asami	27		8	Walter Koschino	25
	9	Pekka Nurmi	19		9	Harald Bartol	24
	10	Penti Kohronen	17			Barry Smith	24
Sidecar B2A	1	Rolf Steinhausen	52	Sidecar B2B	1	Rolf Biland	30
	2	Siegfried Schauzu	37		2	Bruno Holzer	24
		Rolf Biland	37		3	Mazato Kumano	16
	4	Dick Greasley	36		4	Klaus Sprengel	14
	5	Jock Taylor	31		5	Bernard Chabert	10
	6	Gerd Brodin	23			Yvan Trollet	10
Forward Trust/Motor Cycle Weekly TT Formula 1 Championship							
	1	Ron Haslam	70		4	Tony Rutter	24
	2	Graeme Crosby	44		5	Mick Grant	22
	3	Charlie Williams	28		6	Roger Marshall	21

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Other happenings ...

Rides Round the Circuit

Buscs have been arranged to take spectators round the Silverstone Grand Prix Circuit, free of charge from four points: the Startline, Copse Corner, Stowe Corner, between the Daily Express Bridge and Woodcote Corner. The service will operate from 06.30-11.00 hrs. on Sunday, August 12th.

Pit Lane Walk-About

Holders of Paddock Transfers will be admitted to the Pit Road on Sunday, August 12th between 09.00 hrs and 11.00 hrs to get a close-up view of the Grand Prix machines.

Marlboro Rider of the Day Award

A cheque for £50 and a trophy will be presented to the Marlboro Rider of the Day at the end of the meeting. This award will be judged by a panel comprising representatives of the motorcycling press and Marlboro.

Lost Property Office

A Lost Property Office is situated in the car park area behind the Dunlop Tower adjacent to the Grandstand Entrance. All enquiries regarding lost property or lost children should be made at this office.

Camping Site

The Camping Site is situated between the Blue Car Park and the Main Entrance. The Caravan Site is situated on the left of the approach road from the A43. For location of sites see the Supermart plan below. Vehicles and motor cycles may only enter the sites via the public approach roads. The entrances from the circuit enclosures are for pedestrian access only. NO PUBLIC CAMPING WHATSOEVER IS PERMITTED INSIDE THE CIRCUIT ENCLOSURES.

Silverstone Supermart

Don't forget to visit the Silverstone Supermart situated along the service road behind the Pits Grandstand. In this area you will find numerous trade displays selling accessories, personalised racing garments, books, magazines, souvenirs etc.

Catering

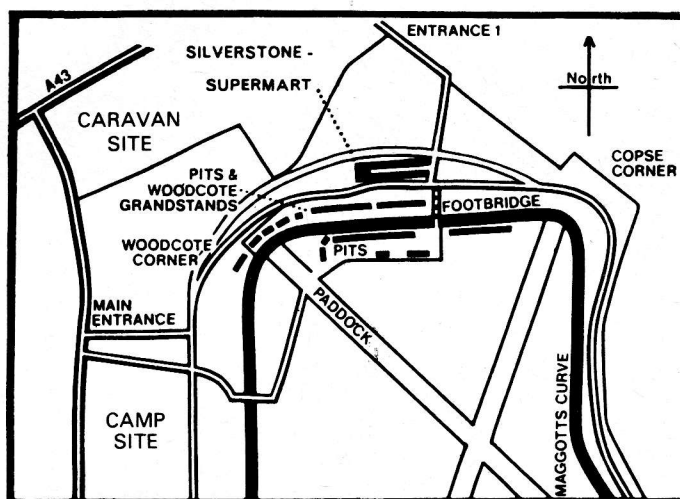
There will be a full public catering service throughout the Grand Prix.

A special feature will be marquees at three points on the circuit giving a continental flavour.

A French marquee situated at the pedestrian footbridge, where there will be a French wine and cheese bar, a special 'Pernod' bar including an original 1900 Paris open-top bus selling Pernod and where between the hours of 13.00 and 14.30 on Sunday Pernod will be offering their product at half the normal retail price.

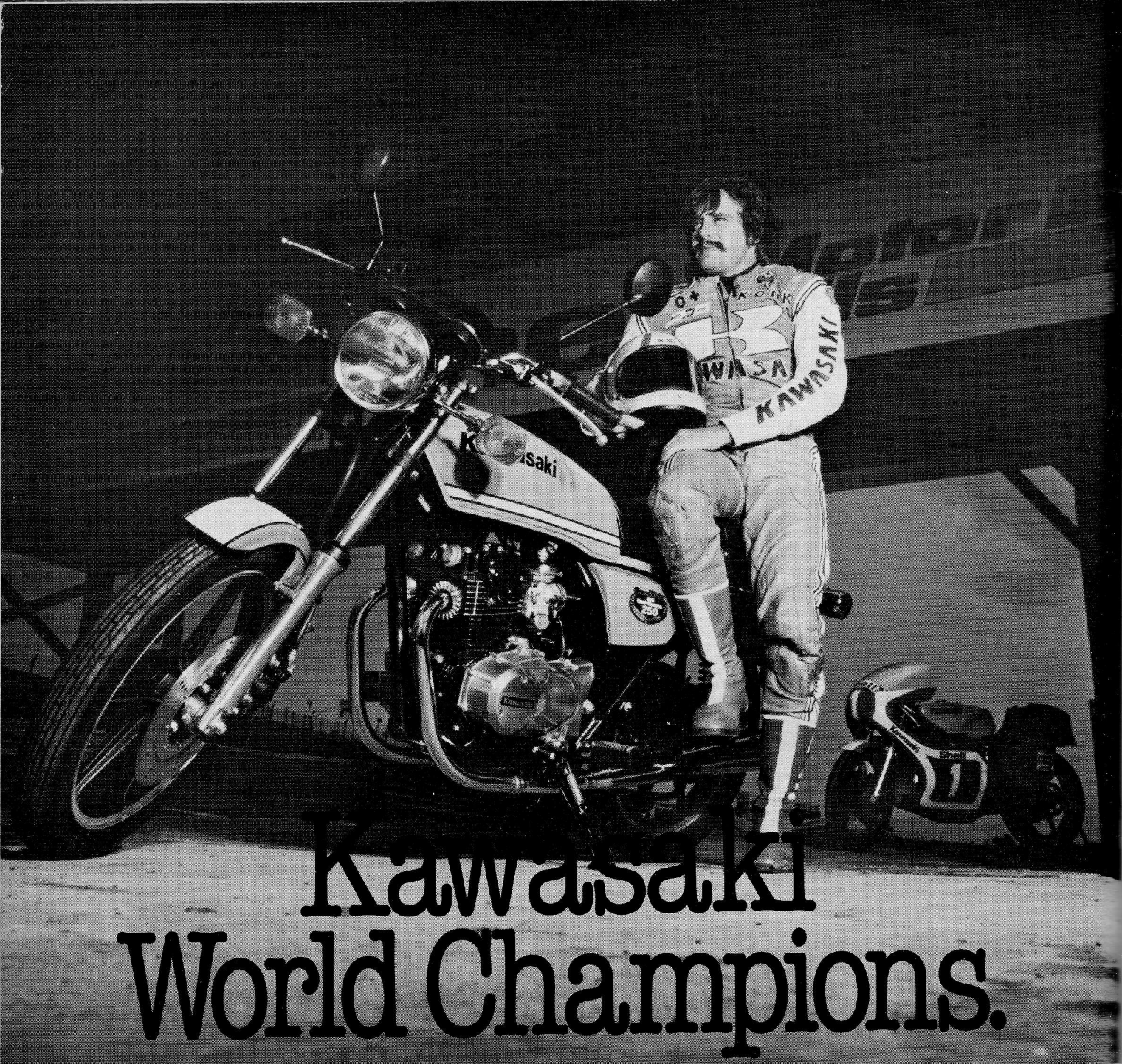
At Copse Corner an Italian Marquee with Italian Wine bar, freshly made Neopolitan pizzas and a Martini bar.

All these points will be decorated and feature staff in national costume and to add a final touch at the French area, there will be an accordion band.



Colour Photographs

The colour photographs used in this programme have been supplied by Andrew Marriott and Jim Greening.



Kawasaki World Champions.

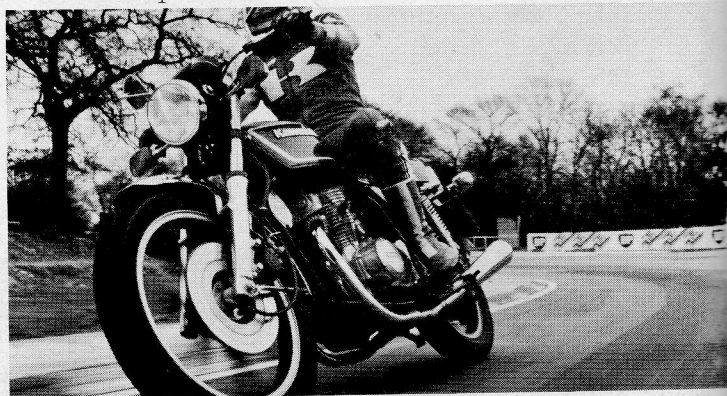
As you know, Kork Ballington is the 250 and 350cc World Champion.

When he took our new Z250 out at Brands he found several things in common with his own championship machine. Both bikes handle superbly. Both bikes offer reliability that wins world championships. And both have a power to weight ratio that put other machines in the same bracket to shame.

The Z250 engine is an SOHC 4-stroke twin driving through a six speed gear-box that makes the most of every horsepower whatever the riding conditions, while stopping power is provided by disc brakes and Kawasaki's new all metal sintered pads.

To celebrate Kork's success, we have introduced a limited edition of Z250s in the Kawasaki team colours. Models are now also available in silver and dark green.

Get down to your local Kawasaki Dealer, and have a look at the Z250 and see why Kawasaki are world champions in the 250 and 350cc classes.



YOU'RE ON A ROAD OF YOUR OWN.

Kawasaki