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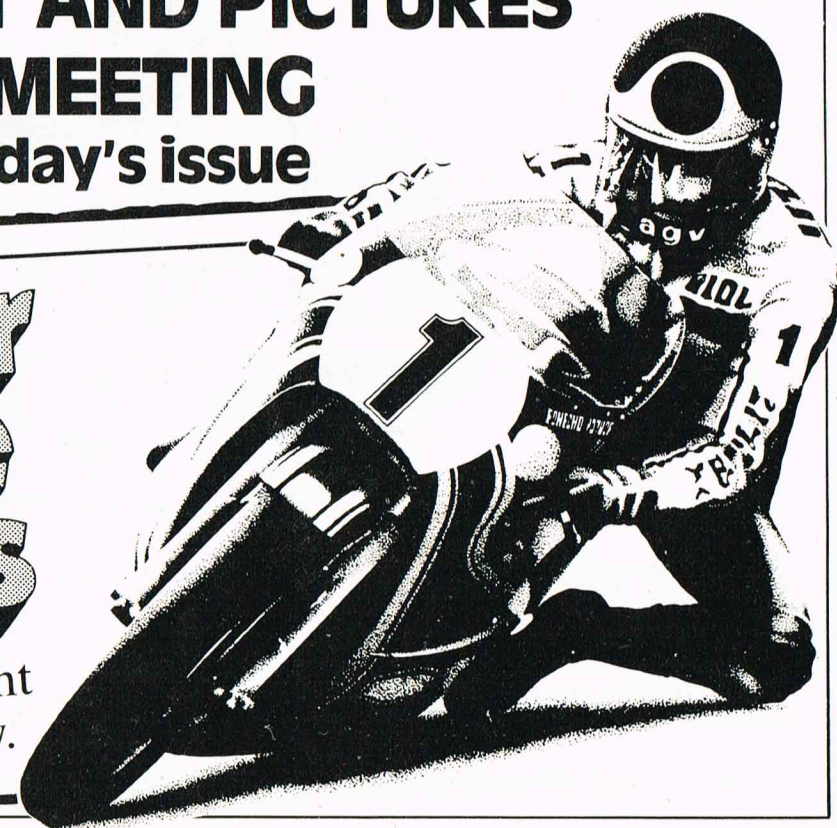
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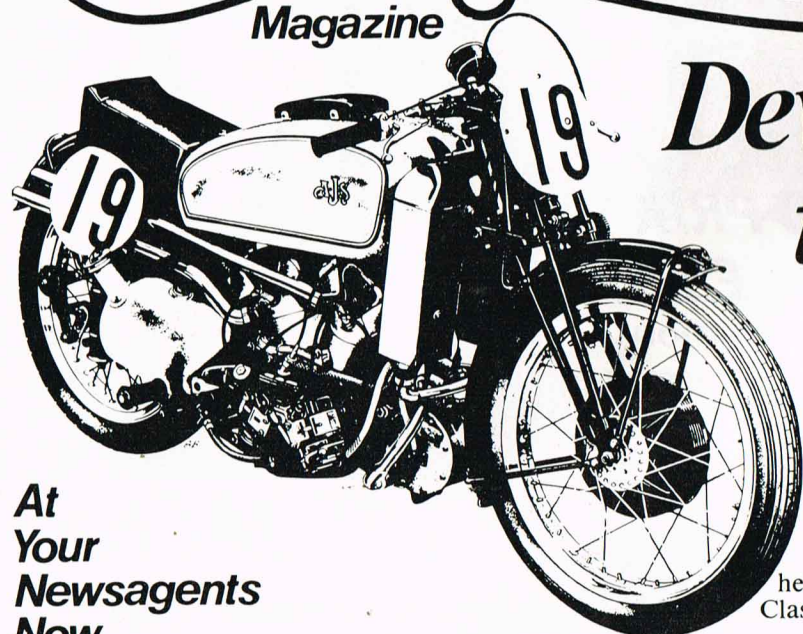
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# Marlboro

## British Grand Prix

### E.I.M. World Championship for Motorcycles

Silverstone Fri/Sat/Sun, 30/31 July, 1 August 1982

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# 82 Marlboro



Welcome to the Marlboro British Grand Prix, undoubtedly the highlight of the motorcycling calendar — an event which we are delighted to be sponsoring for the fourth successive year.

Each year has proved to be as exciting as the last — the Sheene/Roberts battle of 1979, Mamola and Roberts in 1980, and then last year Jack Middleburg's astonishing victory when he crossed the line split seconds ahead of a very disappointed Kenny Roberts.

Interest this year has perhaps been focused even more than in the past on the 500 cc class. With four Japanese manufacturers now competing strongly for the world championship, the events leading up to that championship will be extremely exciting. This weekend's event at Silverstone, the fastest circuit currently in use for these Grand Prix meetings, should be no exception.

As many of you know, Marlboro's commitment to motorsport spreads from bike and car racing at Grand Prix level through to the Marlboro/Dunlop Clubmans Championship, hopefully the stars of tomorrow. This year we are also delighted to be supporting the legendary Giacomo Agostini and his return to motorcycle racing, not as a rider this time but as a team manager of Marlboro Team Agostini.

The Auto-Cycle Union and Silverstone have for many months been working hard preparing for today's racing and, as sponsors, our sincere thanks go to Vernon Cooper of the ACU and Jimmy Brown, Managing Director of Silverstone Circuits Ltd. They, together with all of their assistants plus the many voluntary officials, do a sterling job in ensuring that the Marlboro British Grand Prix is not only the premier event of motorcycling in the UK, but is rated as one of the best, if not *the* best, in the world.

Finally, it is our fond hope that everyone has an enjoyable day — spectators, riders and officials alike.

George Mackin  
Sales Director, Philip Morris Limited

# British Grand Prix



Once again it is my privilege to welcome you to the ONE AND ONLY British Grand Prix for Motor Cycles — the Marlboro British Grand Prix — a title granted to the Auto-Cycle Union by the Federation Internationale Motocycliste in recognition of their ability to organise one of the FIM World Championship events which qualify for points to establish World Champions. Winning these Championships is the highest accolade that can be achieved by a racing motorcyclist.

Today's World Championship entry will ensure you have first-class entertainment — may I, on your behalf, wish all the drivers the best of luck as they keenly contest for World Championship points on this excellent Grand Prix circuit at Silverstone.

Thank you all for supporting motorcycle racing — it is a wonderful sport, we at the Auto-Cycle Union, are very fortunate in being able to offer you first-class motorcycle racing throughout the season at many good racing circuits in England and proud that these races attract approximately 1,500,000 enthusiastic spectators annually.

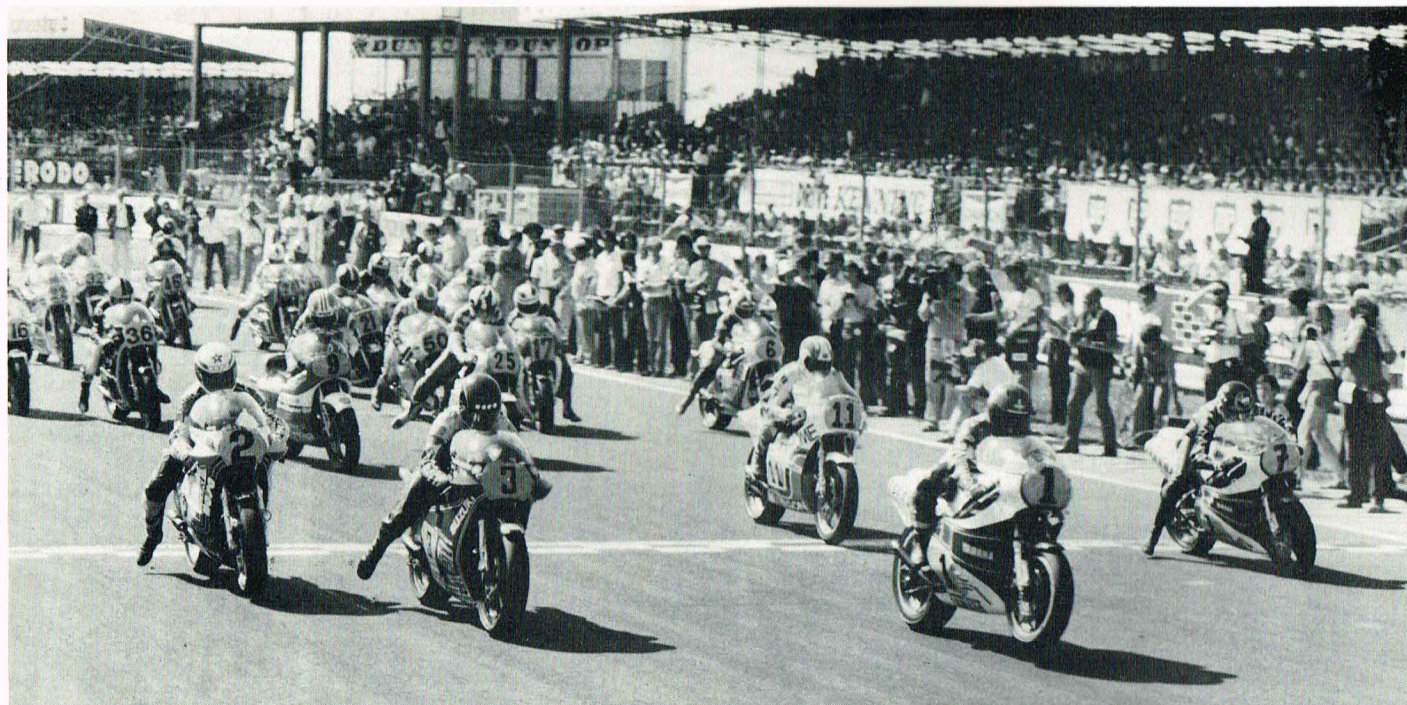
Once again thank you for coming — we hope you enjoy our Marlboro British Grand Prix and continue to support motorcycle racing throughout the year and especially our FIM Grand Prix firmly established at Silverstone.

Vernon Cooper  
Chairman of the ACU Road Race Committee  
and Clerk of the Course at today's Grand Prix.



# The Solo Grands Prix

by Chris Carter



The Start of the 1981 Marlboro British Grand Prix 500 cc Race

## 500 cc—Still Anyone's Title

'Franco Uncini is fast, and consistent. That's a hard combination to beat' says Kenny Roberts, and he should know.

All season the Italian, riding factory Suzukis prepared by Roberto Gallina, and Roberts, on factory Yamahas fettled by Kel Carruthers have been involved in a furious battle for supremacy.

But it has not been a two horse race. Britain's own Barry Sheene has been in the thick of things, and with four more rounds still to go the championship is far from over.

Uncini opened his season's scorecard with a fourth in the opening round of the championship. He was only five seconds down on the trio ahead of him, led by Kenny Roberts, but if that performance did not ring any warning bells for the opposition, the Austrian GP certainly did.

Franco made a terrible start, but he caught, followed and then passed the seven man scrap that was at the front of the pack.

It was one of the most remarkable rides seen in Grands Prix racing for some time, and was a powerful pointer to what was to follow.

The super stars gave France a miss, and from there the circus moved on to Spain.

Franco lost time early in the race when his visor was covered with fuel, but he moved swiftly through the pack once more to finish just five and a half seconds behind second placeman Barry Sheene.

But even better was in store for Italy. In front of thousands of his fans Franco won convincingly from Freddie Spencer and went level pegging with Roberts at the top of the points table.

In Assen Franco won the second leg, and that was enough to give him first place overall. Now he was three points clear of his American rival.

In Belgium Freddie Spencer won his first Grand Prix, and more of that in a moment. But with Barry Sheene second, Uncini third and Roberts pushed to fourth, the Italian's lead had stretched from three to five.

Roberts, winner of the opening round of the series on his square for Yamaha, has raced a new V four machine since then. It has not been the success that the factory and Roberts himself would surely have hoped for.

The handling of the new bike has been poor, and lesser men than Kenny might well have been excused for parking it against the pit wall several times this season.

But it is not just this fact that has upset Kenny. He has gone on record as saying that he cannot understand why Yamaha supply bikes to men like Sheene, Graeme Crosby, Marc Fontan and Boet van Dulmen when most of them present more in the way of a challenge than assistance out on the track.

Certainly Sheene cannot be considered to be a team mate of Kenny. Barry wants to win the championship, and that is all there is to it.

Crosby, dropped by Suzuki in rather controversial circumstances during the close season, is also looking after his own interests rather more than anyone else's, and who can blame him.

Armed with a square four Yamaha through the Team Marlboro Agostini squad put together by Giamcomo, Croz is having his best ever season. In Assen he pipped Roberts for third place in the second leg, and that cost Kenny overall victory.

Still without a Grand Prix victory at the time of writing Graeme must surely land a win soon, and as a Marlboro man, where better than Silverstone.

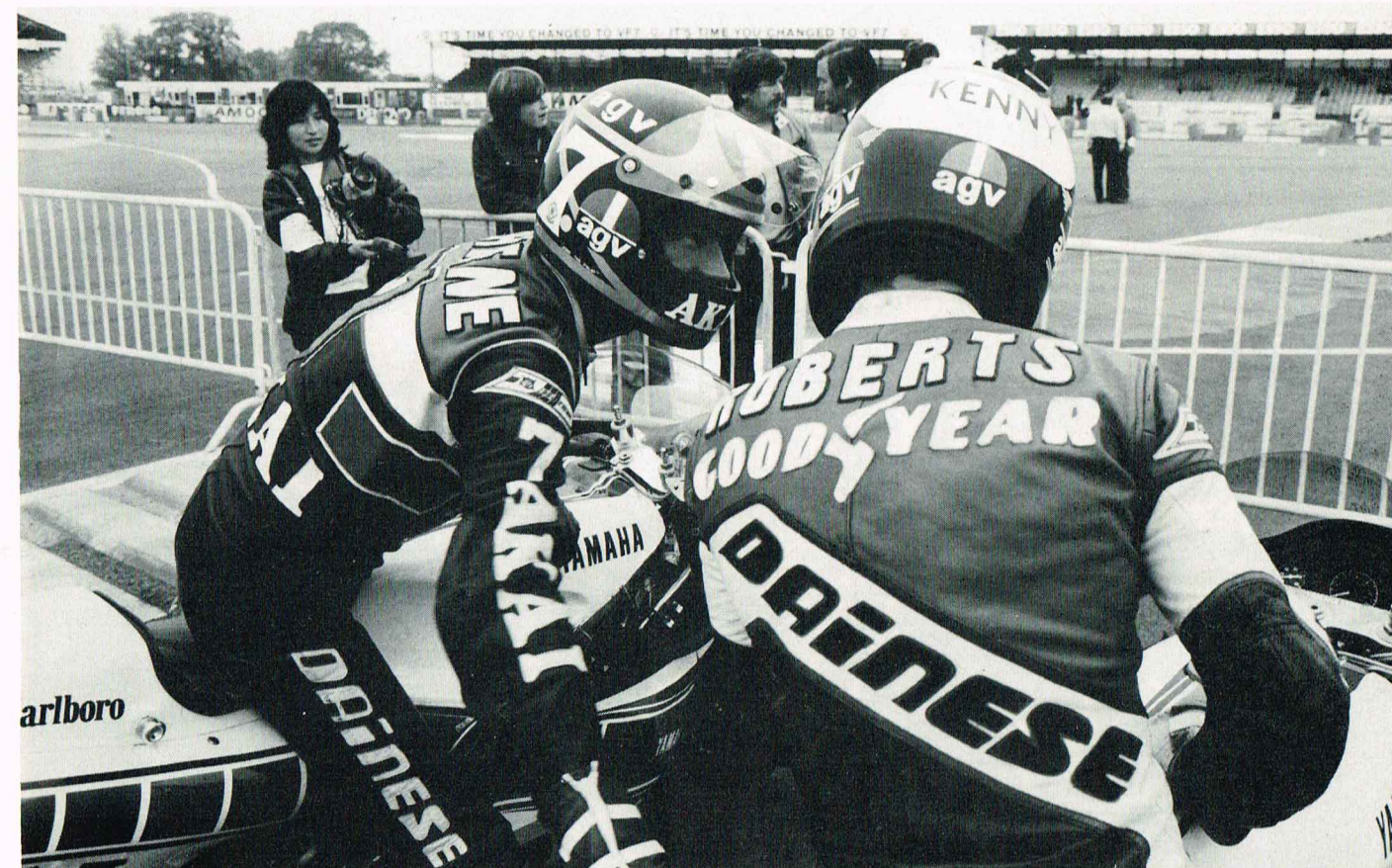
He has the ability, all he needs is just that little bit of luck!

Fontan, too, waits for his first 500 cc Grand Prix win, but to be honest his chances must be said to be slimmer than most. A competent, fast racer Marc is still just a fraction away from being world champion class.

But if Kenny feels that life is tough as a Yamaha racer, the same could be said for the Suzuki men, particularly those in the factory HB Suzuki squad.

Randy Mamola, runner up in the 1980 and 81 seasons has been troubled with niggling injuries and freak mechanical problems for most of this year. After five rounds he had scored only four points, but the tide turned at the Dutch and the young Californian started to climb up the table.

His team mate Virginio Ferrari has been struggling even more. He crashed in pre-season testing at Riverside, California and broke his



Barry Sheene and Kenny Roberts before the start last year

wrist, and the injury has taken an awful long while to cure.

Strengthening the HB Suzuki squad from the Dutch TT on, has been Jack Middelburg, the man who shocked the racing world with his splendid victory at Silverstone last year.

When Randy, Virginio and Jack are all back at their best, Mr Uncini might well be complaining that the other Suzuki men are not exactly helping him, either.

Uncini's teammate Loris Reggiani has been a fine addition to the 500 cc class, and but for a crash on the last lap of the Austrian GP, just seconds after Marco Lucchinelli had fallen off his Honda, might well have tallied more points.

Talking of Lucchinelli, the cheerful Italian broke his ankle in that Salzburgring tumble, while battling with Uncini for victory. The crash robbed Honda of a possible Grand Prix win, but even worse than that really put paid to Marco's chances of retaining his title.

Marco raced again in Spain, but he was not fully fit, nor was he by Italy a week later. Marco scored points, but you cannot give men

like Uncini, Roberts and Sheene any sort of start if you want to beat them.

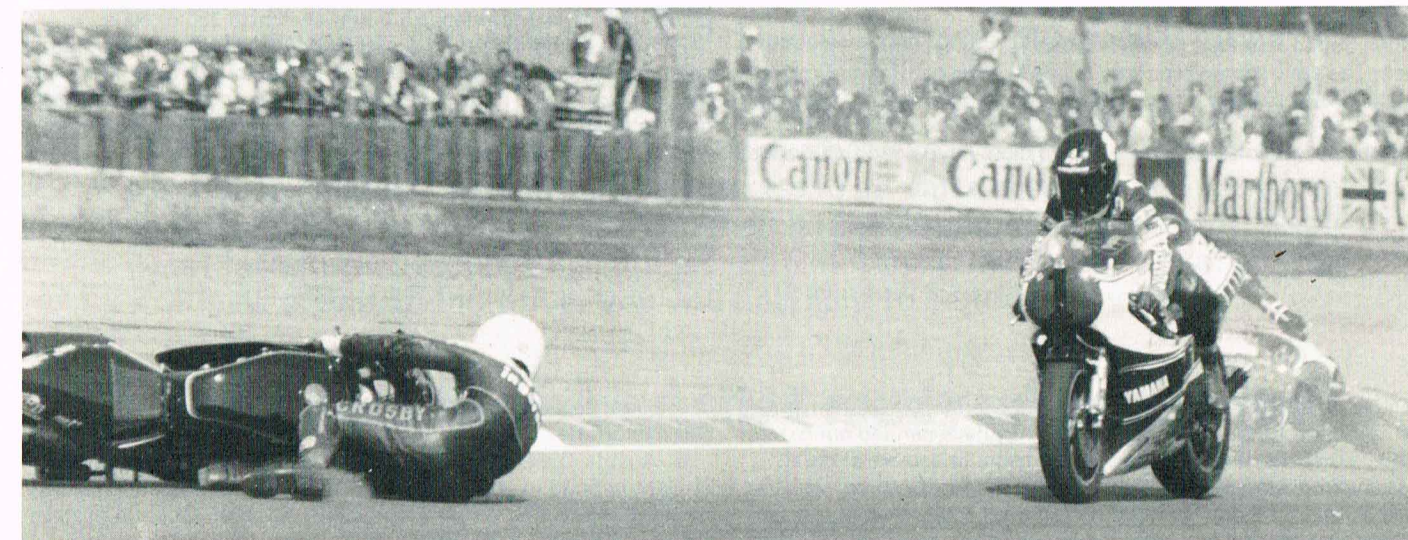
As it was the other new Honda signing Freddie Spencer who finally gave Honda and the new, three cylinder two stroke its first win.

Freddie had been third in Argentina, broke down when with the leaders in Austria, forced to stop when leading the Spanish race with a broken ignition wire, second to Uncini in Italy, put out of the Dutch with a steering damper that was damaged in a high speed spill after the rain lashed race had been stopped, and finally a clear cut winner in Belgium.

Even at Spa though the gods had the last laugh. After he had won the 20 year old Shreeveport, Louisiana rider fell off the bike pulling into the pits!

Honda's third man on the NS500s, Takazumi Katayama has been a force to be reckoned with in several races this year, too.

But British fans will be watching the return of the NR500 with more interest than usual. On the bike will be Ron Haslam, and there will



As Graeme Crosby slides along the track at Stowe, Kenny Roberts brakes hard, and Barry Sheene dives over the top of his Yamaha





Jack Middelburg — last year's surprise 500 cc winner

not be anyone among the vast crowd here this weekend who will not be keeping their fingers crossed for Rocket Ron to take a place on the winners podium.

He raced the four stroke in Holland and Belgium and came so very close to scoring the first ever points for the bike. Maybe he can put that right on Sunday.

One man who many felt could and should have won last year's sensational race was South African Kork Ballington on the works Kawasaki.

Still flying the Green Meanie flag alone, Kork is again coming to his best form just in time to make his mark at Silverstone.

With so many factory riders around it is almost impossible for any privateers' to score world championship points. The fact that some do is to their credit, and is an accomplishment not fully appreciated by the average spectator.

Finn Seppo Rossi has ridden well this year, in fact more often than not he has done somewhat better than his namesake, Italian Graziano Rossi, who is Crosby's teammate in the Team Marlboro Agostini squad.

British representatives in the 500 cc class have been thin on the

ground. Steve Parrish has been his usual dependable, professional self. He will never be a world champion, but he adds something to the race.

So too does New Zealander Stu Avant, like Parrish restricted by limited resources.

Of the youngsters both Gary Lingham and Chris Guy have exciting potential, given the right sort of help. Sponsorship is crucial, of course, but so too is the morale support of the press and the ACU, for example.

The 500 cc world championship has always been the blue riband of motor cycle sport. It has seen championships like Formula 750 come and go, and it will see off any other challengers, too.

But from next year the problem of getting starts in the class, already difficult will become almost impossible when the 350 championship is dead and riders from that switch to 250 or 500s.

For that reason the future and scope of the European championships must be carefully considered, and supported. Soon it will be the only guaranteed route to GPs for everyone, and if we want British boys in there we must do everything in our power to assist them.

## 350 cc — Competition Keener than Ever in its Last Year

If Didier de Radigues feels the gods have been unkind to him in the 250 cc class this season, then the luck they have handed out to him in the 350 cc world championship has been little short of cruel.

The young Belgian, well known to British fans for some excellent rides in international meetings at Cadwell Park, Donington and Mallory over the past few years, could and should have had a strange hold on the 350 cc class by now.

The fact he has not is partially down to him, and partially to some sad misfortune.

In Austria Didier had almost the length of the start and finish straight in hand over second place man Toni Mang, when he was forced to stop. The gearbox sprocket had come loose, a mistake firmly at the feet of his mechanic.

Didier had been third in the opening round in Argentina, though,



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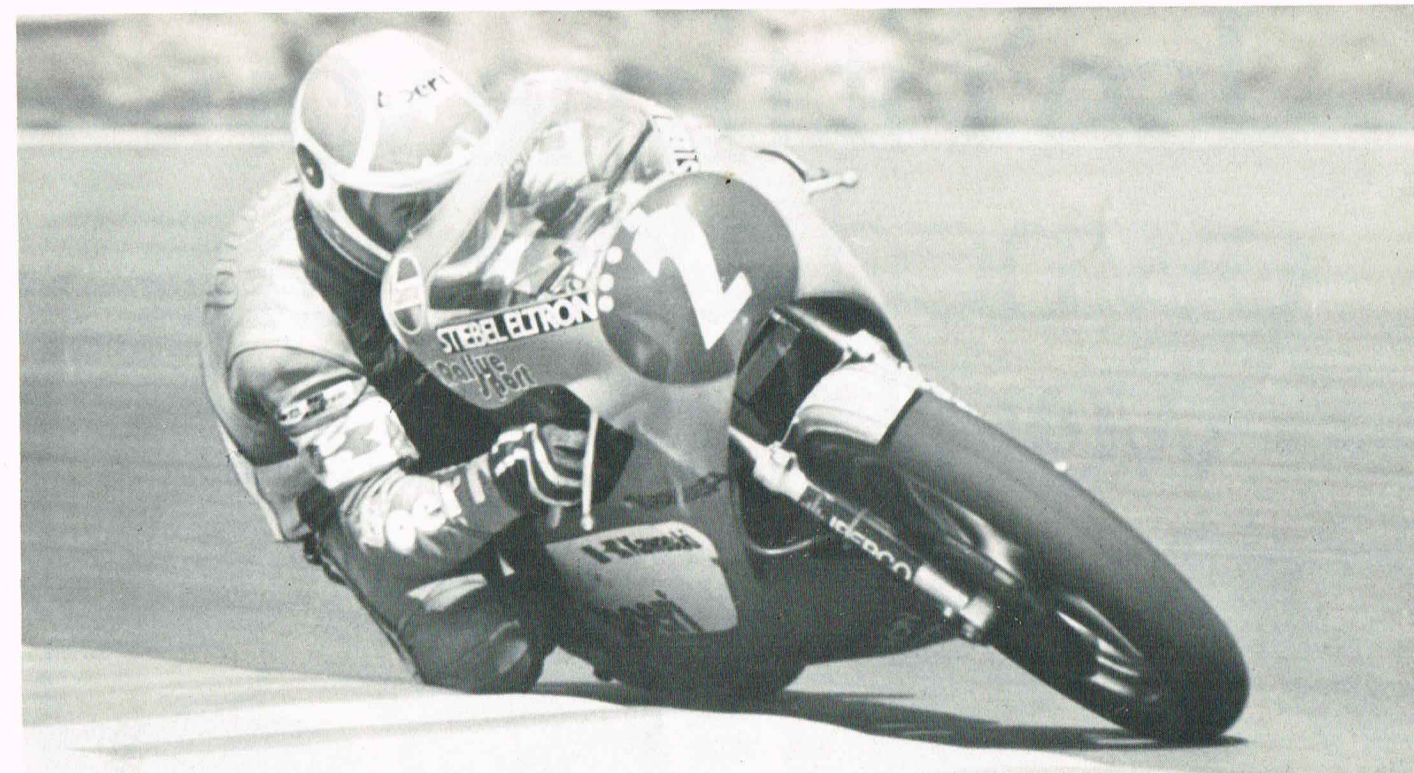
## UNIPART METRO CHALLENGE RACE DATES AND VENUES

March 7	Silverstone	BRDC	July 4	Donington Park	DRC
April 4	Donington Park	DRC	August 1	Brands Hatch	BRSCC
April 12	Silverstone	BRDC	August 7	Oulton Park	BRDC
April 25	Mallory Park	BRDC	August 30	Silverstone	BRDC
May 3	Silverstone	BRDC	September 11/12	Silverstone	BRDC
May 15	Silverstone	BRDC	September 19	Thruxton	BARC
May 31	Silverstone	BRDC	October 3/4	Silverstone	BRDC
June 27	Snetterton	BRSCC			

## MORE YOUR SUNDAY BEST!

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# METRO CHALLENGE



Anton Mang, winner of the 350 cc Race in 1980 and 1981

a good start to his new tie-up with Frenchman Alain Chevallier. He raced in France, too, though after the race poor Didier was so confused mentally that he broke down in tears, and missed the prize giving ceremony.

He was second home, and though the man who beat him, Jean Francois Balde, came in for some harsh words for the stars who boycotted the race, Didier escaped the brunt of the criticism.

But fate took a hand in Spain. Poor Didier saw another possible victory disappear when he took a real heavy fall in the 250 cc event at Jarama.

His injuries included a broken bone in his foot and that certainly slowed him in Italy seven days later. But it did not slow him enough to stop him winning the 350 cc event from Lavado and Matteoni in Misano!

Didier just cannot keep his bikes on two wheels, though, it seems. When the championship chase resumed de Radigues was out in front of the 350 cc opposition at Assen, and crashed again.

This time he broke his collarbone and suffered slight concussion. If these spills combine to rob him of the 350 cc title it will be tragedy.

Five other men, along with de Radigues make up the most likely challengers for the title.

The man who holds the crown, Toni Mang has tasted defeat more than once. He failed to score in Argentina after struggling in practice and being put out of the race when down in the field, with a broken gearbox.

Then Eric Saul, the Frenchman riding another Chevallier Yamaha, put it across him in Austria. After leading the boycott in France Toni drove down to Spain, and finished fourth!

And to rub it in Jean Francois Balde, not one of Toni's favourite people after the Nogaro affair, headed him home in the Dutch TT.

Ten points behind Balde who leads the championship, Mang resumes the defence of his title at Silverstone far from confident that it will be an easy task to win the crown again.

Balde, like de Radigues helped by his French GP score, is just five points clear of the Belgian, while Eric Saul level pegs with Mang for third.

Lavado proved in Argentina he can win, but his hospital stay after his Dutch TT crash will not have helped his cause.

Finally Alan North, the quietly spoken South African who has known his share and more of bad luck over the seasons showed at Assen that he can mix it with the best, and he too will be up in the points.

Though this is to be the last year of the 350 cc championship,

according to the FIM interest, competition is as keen as ever.

Frenchmen Patrick Fernandez and Christian Sarron are two highly experienced runners in this class. Sarron, off form for the past two years, is now beginning to look more his old self, while Fernandez, who broke his neck in an accident during the winter, has flashes of brilliance on Harald Bartol's bike.

But it is the French youngsters like Tournadre, now concentrating on the 250 cc class, and the Bolle brothers Jacques and Pierre who look as if they will soon be making the running.

West German Martin Wimmer is another points scoring character with a great future. The 24-year-old racer has had a couple of spills this year which resulted in a broken wrist and a crushed vertebrae, but he will be back to full fitness for Silverstone.

Near home Donny Robinson, Jeffrey Sayle, Tony Head, Tony Rogers and Gary Padgett have been waving the flag over the first half of the season.

Robinson, as reported in the 250 cc review looks good, and Sayle is also riding better than ever.

Head, a privateer struggling to make it pay has notched some valuable points, while Rogers injured in France is desperately keen to get back into action.

Padgett made his Grands Prix debut in Holland in the 350 cc race when he was 15th, and then tried his hand in the rather more competitive 500 cc class.



Keith Huewen leads a group during last year's 350 cc Race



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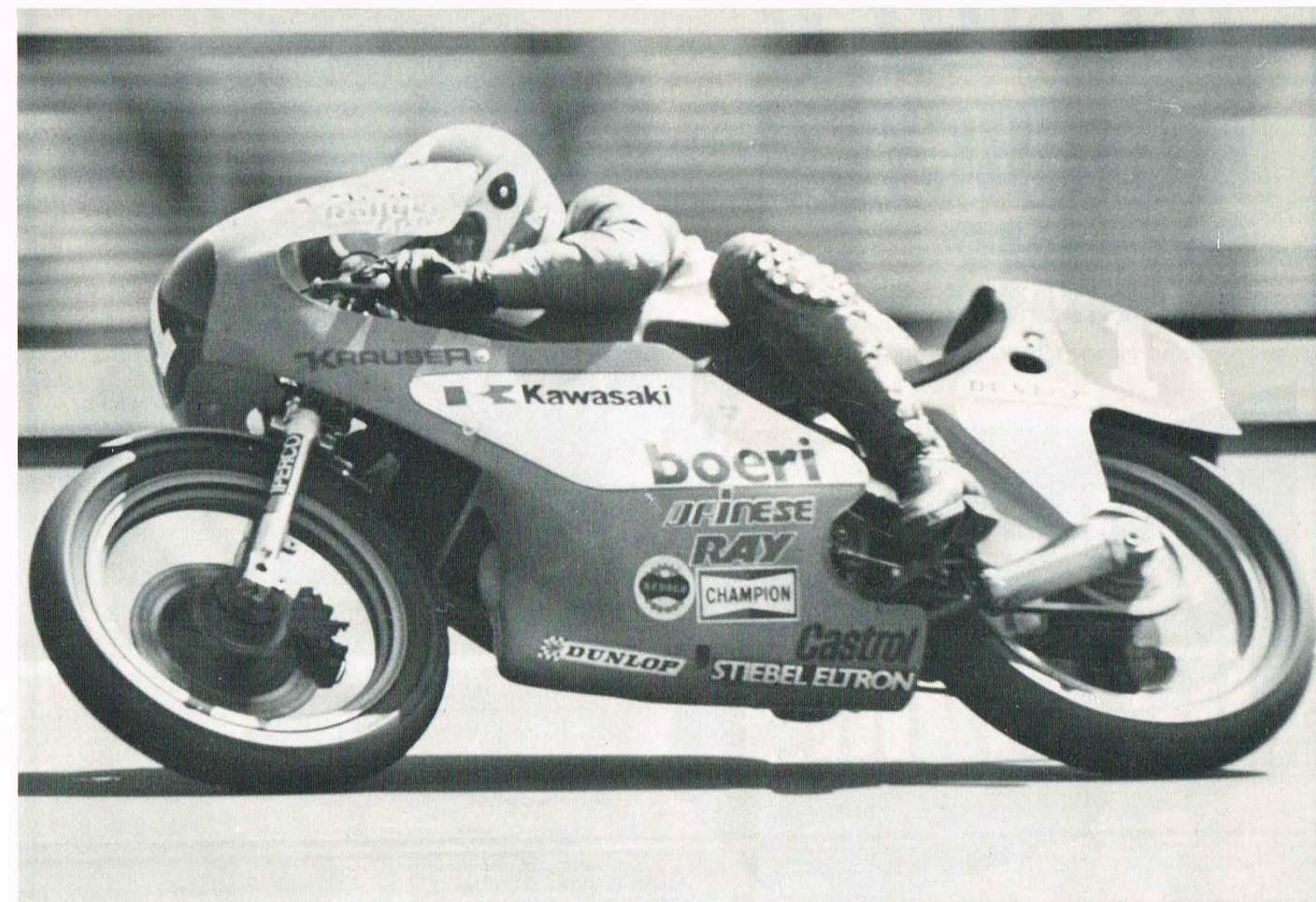
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## Taking the world by surprise.

## 250 cc — Tough for Mang



Anton Mang heads for the second of his two victories at the 1981 Marlboro British Grand Prix

It has been tougher than ever for West German Toni Mang in the 250 class, but perhaps that is not surprising. The Kawasakis are now very different to what they were four years ago, and the opposition has not stood still.

But there is little special about the Yamaha of Frenchman Jean Louis Tournadre who is the man giving Mang such a fight.

Prepared by Jean Louis' father, the Yamaha is fast and reliable, but more important than that Tournadre himself is an improved rider.

Last year the youngster was fast, but over enthusiastic. He crashed far too often for his own good, or the pleasure of the opposition. Now Jean Louis is riding hard with his head, and it's paying off.

Tournadre opened the scoring at Nogaro, but whatever you might have read about the French Grand Prix and the boycott, the 250 cc race was a hard tough affair involving Jean Francois Balde and Jeffery Sayle.

It was run at record breaking speed with Jean Louis keeping his cool on the final hectic lap, and nipping inside Balde who was struggling to make the final hairpin to win his first Grand Prix.

Tournadre beat Mang fair and square when they met face to face in Spain. But Jean Louis could not get the better of race winner Carlos Lavado another of the men who had gone on strike in France.

Taking more care than ever not to crash in practice Tournadre qualified well down the leaderboard in Italy, and the poor place on the grid left him with a great deal to do.

But again the youngster showed wonderful skill to carve his way through to third behind Tony Mang and Swiss Roland Freymond.

Practice was not a success at Assen, but the Frenchman showed that it is the race that counts by steaming through to snatch second place after an epic battle with race winner Mang and third place Jeffrey Sayle.

Tournadre still led, but that lead was to disappear in Belgium, when he just could not make up lost ground after three sluggish first laps.

For his family and friends it was disappointing, but Jean Louis has both feet firmly on the ground.

'Before the season started I did not think I could be world champion, and nothing has made me change my mind. I have always aimed for a top five place and if I can do that by the end of the season that will be fine for me' says Jean Louis who has been given six months leave through the French Ministry of Sport to go racing.

But it would be very foolish to even suggest that the championship has been fought between Mang and Tournadre.

Belgian Didier de Radigues has been in sensational form, and but for unlucky spills would have been well to the fore. He did not race in the 250 event in France, but he was in a commanding position in Spain two weeks later when his engine seized throwing him over the handlebars.

Didier hurt his foot in the spill, but shrugged that off to be second fastest in the 250 practice behind Massimo Matteoni at Misano. But again he was forced to stop in the race.

In Assen Didier crashed in the 350 cc race, again while leading, and his injuries including concussion and a broken collarbone stopped him from taking his place on pole position on the 250 cc grid later in the day.

But if Didier is even half fit, and the Alain Chevallier prepared bikes in their usual well tuned state Silverstone spectators will be in for a treat.

More recently Mang found out what an impressive partnership Australian Graeme McGregor and the British Waddon are at the Belgian Grand Prix.

Graeme battled wheel to wheel with Mang in the early stages, and might well have stayed with the Kawasaki ace if the front tyre on the Waddon not started to lose adhesion.

Prepared and tuned by Dr Joe Ehrlich the Waddon looked good at Spa and could spring another surprise at Silverstone.

Cheery Venezuelan Carlos Lavado will be in the hunt for points at



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Silverstone. After winning in Spain Carlos has not added a single point to his tally. The Yamaha broke in Italy and then Lavado was brought down on the first lap of the 350 cc race Holland by Mar Schouten, and needed the hospital treatment that like de Radigues stopped him racing in the 250 cc event.

Freymond, too, knows that but for better luck he would have more points in the bag. The MBA tuned by West German 'wizard' Jorg Muller, has been very inconsistent. Even so Roland had clawed his way into third place in the points table after Belgium.

Two English speaking characters who have also made their mark in the class are Jeffrey Sayle and Donny Robinson.

Sayle, the lone Armstrong representative in the world championship after unlucky Tony Rogers had crashed on the opening lap of the 350 cc race in France and badly broken his leg, has been impressive for most of the season.

He led the 250 cc race in France till overhauled by both Jean Louis Tournadre and Jean Francois Balde, and was in the points in Spain just days after an operation on his arm.

But perhaps it was his efforts in Holland that made most people

sit up and take note. Again he led the race in Holland, and was pipped at the post by both Mang and Tournadre, but for all that it was an excellent performance.

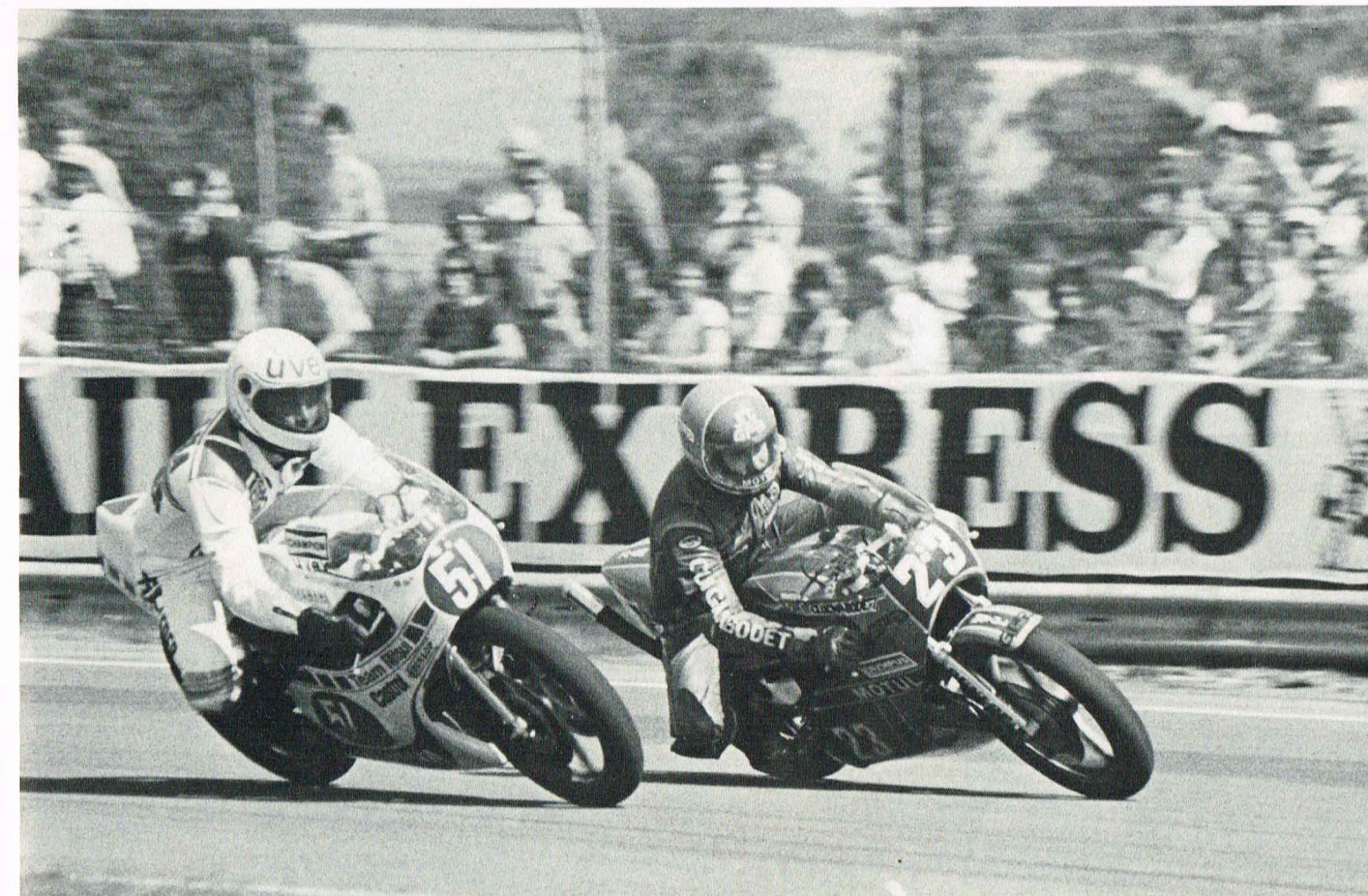
Robinson has been a revelation, too. Winning on British short circuits, and on genuine road circuits, too, is one thing. Making an impression on the Grand Prix trail is something else.

It has been a hard struggle for Donny and his young mechanic Steve, but thanks to some excellent race track efforts, coupled with the Ulsterman's friendly nature he has received the help essential for any first year Grand Prix racer.

On his Spondon framed Yamaha Donny has learnt a lot already, and the Marlboro British Grand Prix would be a good place for Donny to show his fans what he can do.

Watch out, too, for 18 year old Brazilian Antonio Neto, with just three years racing experience under his belt.

Veteran Frenchman Jean Francois Balde, on the other hand is one of the longest serving Grand Prix competitors. He and fellow countrymen Jean Louis Guignabodet should be up among the points.



Jean-Louis Guignabodet outbrakes Martin Wimmer approaching Stowe Corner last year

## 125 cc — Nieto Again?

Angel Nieto's relentless march towards another 125 title will have surprised few people, including the opposition.

The veteran Spaniard is of course one of the very best riders in the world, on any size bike. But in the 50 cc and 125 cc ranks he has few equals.

Added to that is the tuning and engineering skills of Dutchman Jan Thiel, and Nieto and the Garelli became a formidable partnership.

Only in Belgium did this team fail to monopolise the class. Prior to that Angel had won more or less as he pleased, and in some events, like the Dutch TT he was able to fool around.

Sitting up out of the fairing, hand on knee looking over his shoulder, Nieto allowed the opposition to go past, and then he would pick them off one by one.

But there is a serious reason behind Nieto's clowning. He believes that the 'youngsters' race at far too hard a pace, a fact underlined by the number of crashes.

'Why not take it easy and then race hard when you have to' says Nieto.

The Spaniard will certainly have no time for messing around at Silverstone. The Northamptonshire circuit has produced some excellent, open racing in the past, and there is no reason to believe that that will not continue.

Nieto's biggest threat will almost certainly come from fellow countryman Ricardo Tormo on the Sanvernero.

Tormo won the Belgian round, and showed even in the opening race of the season in Argentina that he would be no push over.



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In South America Ricardo was only 2 1/2 seconds behind Nieto at the end of 26 hard fought laps. But in Austria, when the championship resumed, and injured his hand.

The French GP boycott gave Tormo a welcome chance to rest the injury, but he fell again in Spain aggravating the finger injury.

Even so Ricardo limped round to score three valuable points for eighth place, and a week later he was well enough to take second place in the 50 cc race at Misano, even though the 125 broke down in the race.

Fifth in Holland Tormo finally got his act together to win in Belgium, to pull himself into contention for runner up place in the competition.

Wily veteran Italians Eugenio Lazzarini and Pier Paulo Bianchi have their eyes set on that runner up spot, too, though.

Lazzarini, Nieto's teammate in the Garelli squad has had his moments. He started slowly, taking eighth place in Argentina.

But possible victory in Austria disappeared when his engine went off song while holding a 22 seconds lead six laps from home.

On strike with the rest of the lads in France, Lazzarini followed Nieto home in Spain, and then broke down in Italy after setting second fastest time in practice.

But the bike was right in Holland and Belgium, and Eugenio faithfully followed Nieto home in both races.

Bianchi, like Tormo Sanvernero mounted, has been among the front runners. Down in sixth place in Argentina Pier Paulo has piled on the points since then.

Third in Austria, close on the heels of Nieto and Austrian August Auinger, Bianchi was second in Italy and third in Belgium, and only mechanical problems elsewhere has stopped him climbing still higher up the championship chart.

Other names to watch for include Jean Claude Selini, a French youngster who made his mark in last year's European championship, and who followed up a rather hollow French GP win with rather more impressive performances elsewhere.

Selini, like Britain's sole 125 cc representative Alex Bedford rides an MBA prepared in Holland by the Jan Huberts organisation.

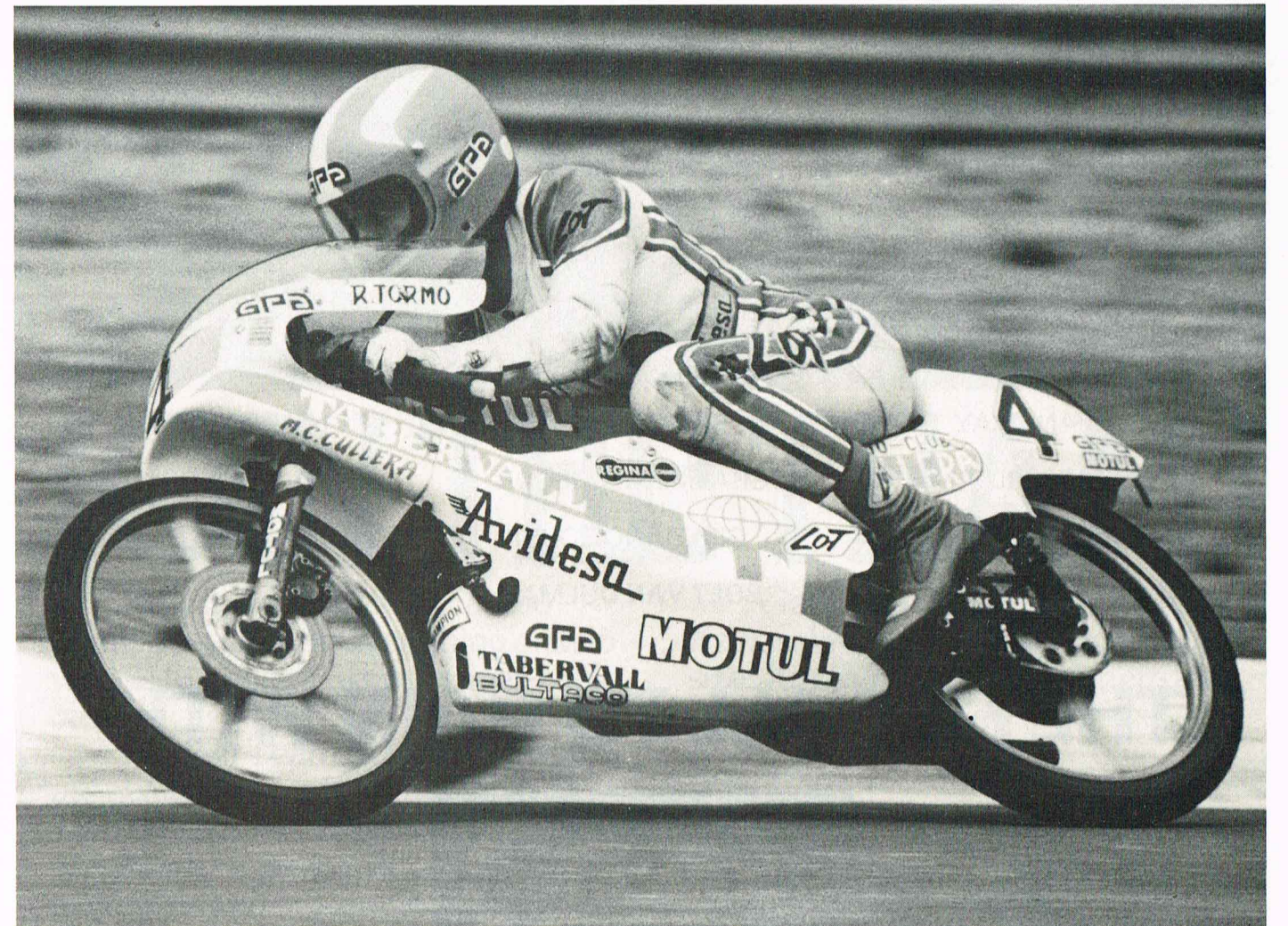
Alex, stubbornly independent, has learnt the hardway in this year's races. He will get better and has the skill to score points regularly, but first he must learn that at this level in the sport everybody needs help.

Bedford travels alone, and works on the bikes himself. With the right support he would go much further.

The man who beat Selini in the European championship in '81 Pier Luigi Aldrovandi has been third in Spain and Holland, proof, if proof was needed that this new series, a gateway to Grands Prix really works.

Other names to really break through this year are Argentinians Willy Perez and Hugo Vignetti, Austrian August Auinger and Finn Johnny Wickstrom.

All were good last year, but this season they have shone still brighter.



Ricardo Tormo in action last year



## PHOTOGRAPHIC COMPETITION

Don't forget to enter the Canon Photographic Competition.  
Full details on page 53





# YOUR LINK WITH THESE CHAMPIONS

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MARCO LUCCINELLI  
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STEVE TONKIN  
GRAEME MCGREGOR  
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RON HASLAM  
GRAEME MCGREGOR  
GRAZIANO ROSSI  
BOET VAN DULMAN

TOM DRURY  
MICK GRANT  
CLIVE HORTON  
PHIL MELLOR  
JEFF SAYLE

# THEY'VE ALL TO GAIN WITH



## FOR INFORMATION CONTACT REGINA INTERNATIONAL

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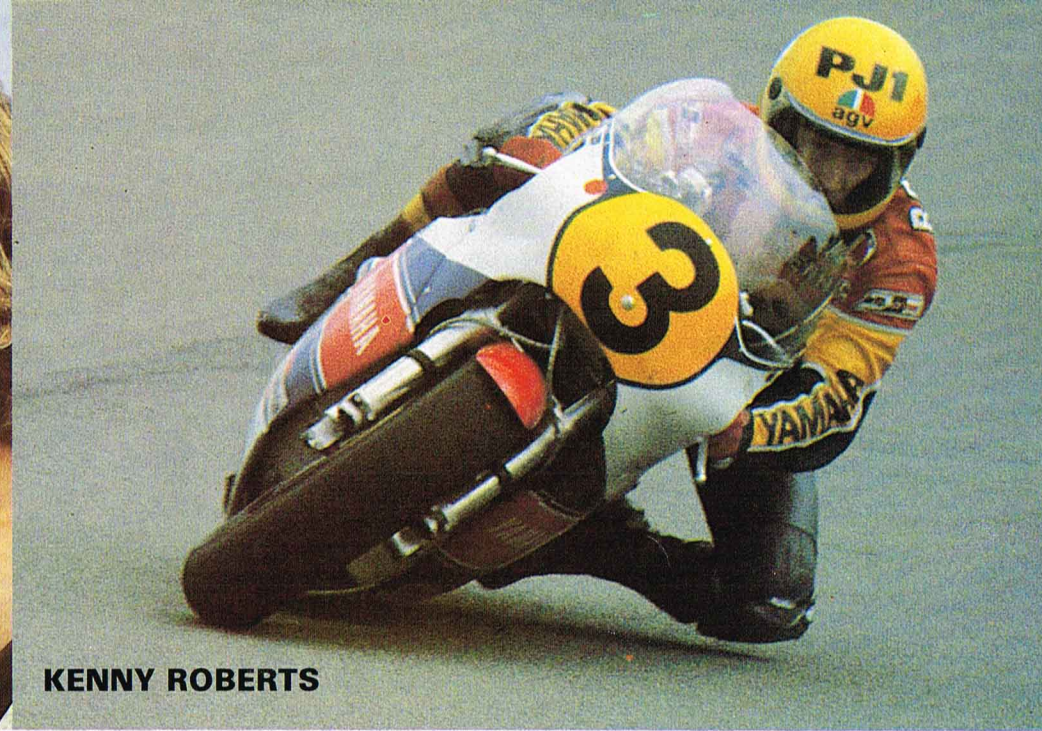


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MARCO LUCCHINELLI



KENNY ROBERTS



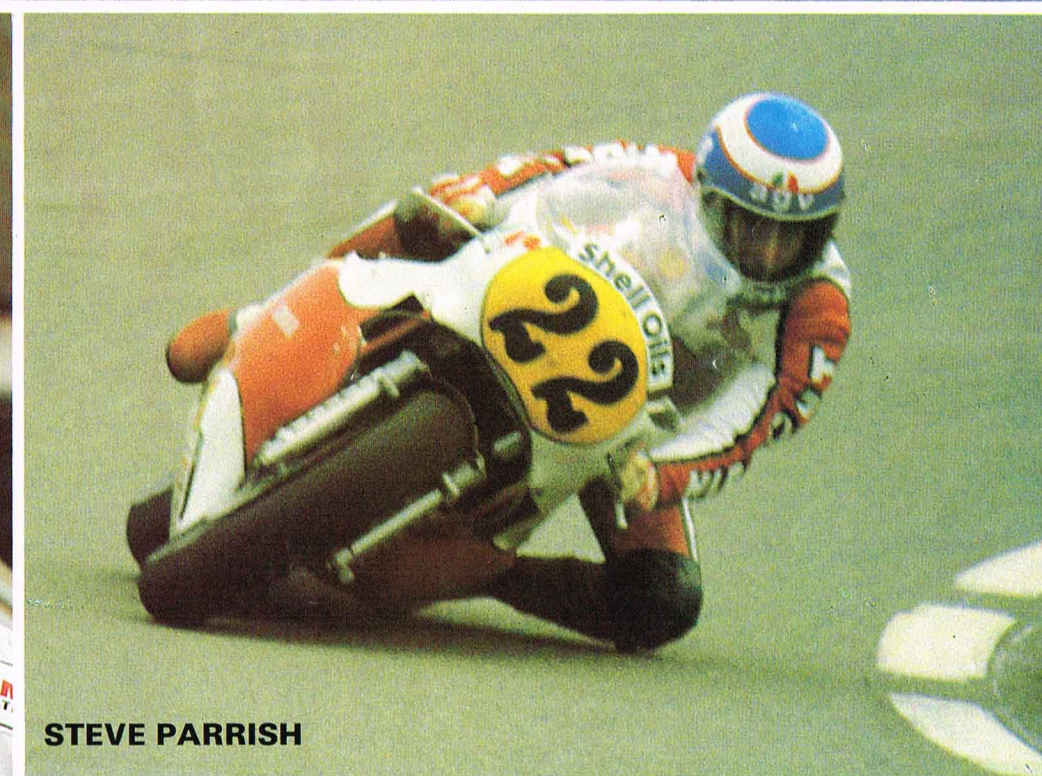
RANDY MAMOLA



MARC FONTAN



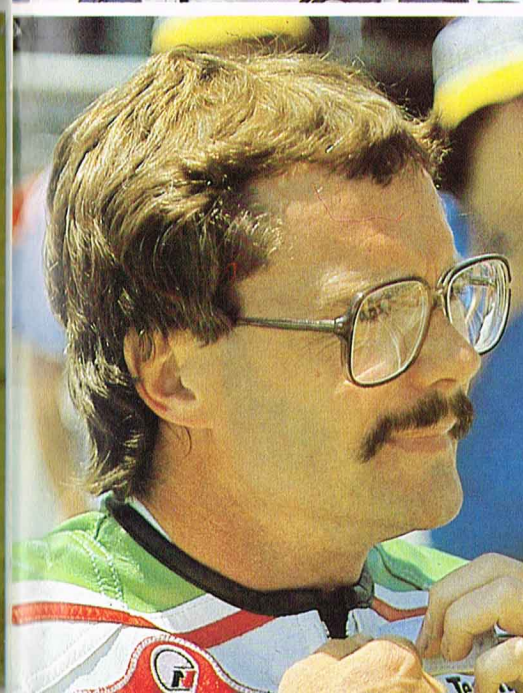
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ROLF BILAND



ROLF BILAND and KURT WALTISPERG

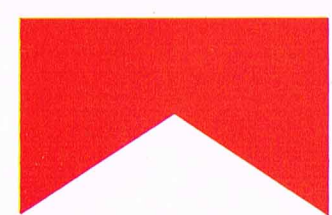


JOCK TAYLOR and BENGAL JOHANSSON

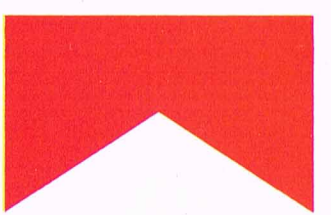




Graeme Crosby-Marlboro Team Agostini.

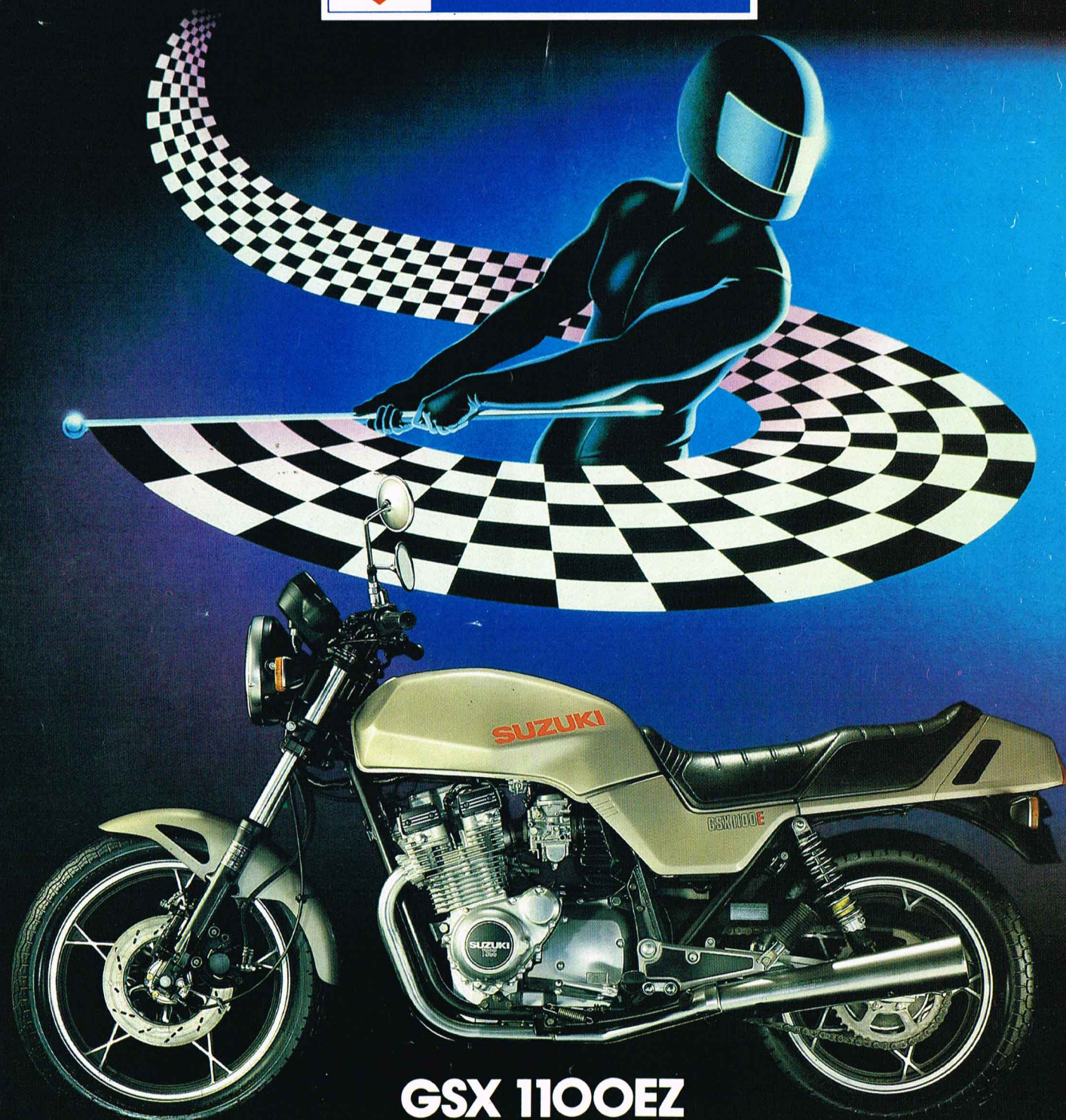


# Marlboro British Grand Prix



WORLD CHAMPIONSHIP FOR MOTORCYCLES





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## British Grand Prix

### F.I.M. World Championship for Motorcycles

Silverstone Fri/Sat/Sun, 30/31 July, 1 August 1982

Organised by the Auto-Cycle Union  
presented and promoted by Silverstone Circuits Ltd.

Sponsored by Marlboro  
supported by the Daily Express

Held under the International Sporting Code of the F.I.M. and the General Competition  
Rules and Supplementary Regulations of the A.C.U. I.M.N. No RO/1/9.

## TIMETABLE

### Friday 30th July 1982

09.00 — 09.35	Practice for 125 cc
09.45 — 10.20	Practice for 250 cc
10.30 — 11.05	Practice for 350 cc
11.15 — 11.50	Practice for 500 cc
12.00 — 12.35	Practice for Sidecars
14.00 — 14.35	Practice for 125 cc
14.45 — 15.20	Practice for 250 cc
15.30 — 16.05	Practice for 350 cc
16.15 — 16.50	Practice for 500 cc
17.00 — 17.35	Practice for Sidecars
17.45 — 18.30	Practice for TT Formula 1

### Saturday 31st July 1982

09.00 — 09.35	Practice for 125 cc
09.45 — 10.20	Practice for 250 cc
10.30 — 11.05	Practice for 350 cc
11.15 — 11.50	Practice for 500 cc
12.00 — 12.35	Practice for Sidecars
14.00 — 14.35	Practice for 125 cc
14.45 — 15.20	Practice for 250 cc
15.30 — 16.05	Practice for 350 cc
16.15 — 16.50	Practice for 500 cc
17.00 — 17.35	Practice for Sidecars
17.45 — 18.30	Practice for TT Formula 1

### Sunday 1st August 1982

06.30 — 10.45	Coach Rides Round the Circuit	
09.00 — 10.45	Pit Road "Walk-About" for holders of Paddock Transfers	
10.45	MCN and MCR Presentations	
11.00	Pernod Skydiving Team Display	
11.15	Parade of Flags of the Competing Nations and Personalities	
12.00	MARLBORO BRITISH GRAND PRIX WORLD CHAMPIONSHIP 350 cc RACE	24 laps
13.05	SHELL SUPER OIL round of WORLD SIDECAR CHAMPIONSHIP	20 laps
14.10	MARLBORO BRITISH GRAND PRIX WORLD CHAMPIONSHIP 250 cc RACE	24 laps
15.05	Marlboro Aerobatic Display	
15.30	MARLBORO BRITISH GRAND PRIX WORLD CHAMPIONSHIP 500 cc RACE	28 laps
16.50	MARLBORO BRITISH GRAND PRIX WORLD CHAMPIONSHIP 125 cc RACE	20 laps
17.55	DAILY EXPRESS TT FORMULA 1 RACE	15 laps

The above starting times are approximate



OFFICIALS OF THE MEETING

**Patron:**  
N.E. Goss  
Chairman of the Auto Cycle Union

**Stewards of the Meeting:**  
(International Jury)  
**FIM Delegate and**

**President of the Jury:**  
J.H. Zegwaard (Holland)

**Appointed by the ACU:**  
W.E. Swann

**Appointed by the South Midland Centre ACU:**  
D. Mobley

**Appointed by F.M.N.'s**

J. Cabezas (Spain)  
M. Deubel (Germany)  
K. Fuhrer (Switzerland)  
R.J. Hewitt (Ireland)  
A. Ippolito (Venezuela)  
J.P. Moreau (France)  
P. dal Pozzo (Italy)  
and any others nominated by  
F.M.N.'s in accordance with the  
International Sporting Code

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**Assistant to the Clerk of the Course:**  
J. Parker

**Chief Timekeeper:**  
R.C. Allcock

**Timekeepers:**

D. Barker  
D. Bettinson  
J. Brewster  
M. Corfe  
G. Hall  
F.J. Henley  
J. Keutgen  
N.E. Langstone  
R. Oates  
A. Preston  
D.J.K. Saunders  
Miss C. Summerfield  
R.T. Summerfield  
J.A. Ward

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Mrs L.D. Almgill  
Miss L. Shepherd

**Lap Scorers:**

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Mrs C. Pearson

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Dunstable & District M.C.C.

**Starter:**

D.G. Bailey

**Judge:**

A. Penny

**Startline Marshals:**

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R. Mann  
S. Miller  
R. Pearson  
K. Tyler  
G. Scott

**Commentators:**

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E. Dow  
A. Robinson MBE.

**Chief Technical Officer:**

C. Moram

**Safety Officers:**

S. Binns

J. Milligan

**Chief Scrutineer:**

E. Carter

**Deputy Chief Scrutineer:**

J. Chillingworth

**Scrutineers:**

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M. Coleman  
P. Gates  
D. Gooch  
Mr L. Griffiths  
Mrs L. Griffiths  
S. Grainger  
I. Hackman  
I. Hindmarsh  
S. Harris  
D. Houghton  
J. Johns  
G. Johns  
C. Jones  
M. Seddon  
A. Verity  
B. Williams  
J. Williams

**Engine Measurer:**

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**Noise Meter Operators:**

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H. Reid  
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**Chief Marshal:**

P. Hillaby

**Deputy Chief Marshal:**

M. Hall

**Assistant Chief Marshals:**

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**Leader Board Control:**

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**Chief Pit Marshal:**

L.T. Ellis

**Assistant Chief Pit Marshal:**

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**Chief Paddock Marshal:**

C.M. Armes

**Assistant Chief Paddock Marshal:**

B. Catchpole

**Paddock Marshals:**

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J. Crewe  
T.A. Leggatt

**Paddock Announcer:**

Mrs D. Rowe-Kurth

**Chief Incident Officer:**

C. Kelf

**Race Communications:**

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Mrs L. Gidley  
Mrs J. Milligan  
M. Robinson

Mrs M. Robinson

R. Tatlow

**Chief Medical Officer:**

Mr. G. Hadfield, FRCS

**Deputy Chief Medical Officer:**

Mr R. Gray, FRCS

**Medical Officers:**

Dr R. Brook  
Dr T. Debenham  
Dr R.C. Donnan  
Mr C. Rice  
Mr A. Heath  
Dr J.P. Law  
Dr N. Law  
Dr M.G. Orton  
Mr P. Richards FRCS  
and other medical colleagues

**Medical Assistant:**

Miss P. Busby, BEM

**Chief Press Officer:**

M. Cole

**Press Office:**

Mrs R. Dickens  
Mrs G. Ledgerd  
Mrs E. Huffer  
Mrs S. Huffer  
Mrs J. Lion

**Race Information:**

Mr D. Jaggs  
Mr P. Jaggs

**Vehicle Recovery:**

Chappel Tyre Services  
Oxford Fairings Ltd.

**Race Headquarters Staff:**

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Mrs B. Scivyer  
Mrs J. Simmons  
Miss G. Williams

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**Deputy Clerk of the Course:**

K.E. Shierson  
Auto-Cycle Union  
Millbuck House,  
Corporation Street,  
Rugby CV21 2DN.

**Assistant Secretary of the Meeting:**

P. de Ritter

**First Aid:**

St John Ambulance Brigade

**Air Traffic Control:**

M. East

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Silverstone Circuits Ltd.

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P.B. Aumonier  
G. Smith

**Circuit Director:**

G. Smith

**Circuit Manager:**

H.W. Brown

**Press & Promotions Manager:**

M. Cole

CURRENT CHAMPIONSHIP POSITIONS

WORLD CHAMPIONSHIPS

500 cc

Franco Uncini	88	Marco Lucchinelli	26	Boet van Dulmen	15
Kenny Roberts	68	Takazumi Katayama	25	Marc Fontan	13
Barry Sheene	68	Randy Mamola	20	Franck Gross	12
Graeme Crosby	46	Kork Ballington	18	Steve Parrish	10
Freddie Spencer	45	Michel Frutschi	17	Sergio Pellandini	8

350 cc

Jean-Francois Baldé	42	Alan North	23	Martin Wimmer	12
Didier de Radigues	37	Patrick Fernandez	18	Massimo Matteoni	10
Eric Saul	32	Jacques Cornu	17	Siegfried Minich	8
Anton Mang	32	Gustav Reiner	14	Wolfgang von Muralt	8
Carlos Lavado	27	Jeffrey Sayle	12	Herbert Hauf	8

250 cc

Jean-Louis Tournadre	64	Jean-Louis Guignabodet	20	Jean-Francois Baldé	12
Anton Mang	55	Paolo Ferretti	18	Antonio Neto	12
Roland Freymond	31	Graeme McGregor	17	Jacques Bolle	11
Jeffrey Sayle	27	Carlos Lavado	15	Christian Sarron	11
Didier de Radigues	25	Jacques Cornu	13	Martin Wimmer	10

125 cc

Angel Nieto	91	Ricardo Tormo	36	Johnny Wickström	21
Eugenio Lazzarini	54	Jean-Claude Selini	29	Willy Perez	19
Pier Paolo Bianchi	49	Ivan Palazzese	27	Gerhard Waibel	13
Pier Luigi Androvandi	39	Hugo Vignetti	26	Maurizio Vitali	11
Hans Müller	37	August Auinger	25	Bruno Kneubühler	8

Sidecars

Rolf Biland/Kurt Waltisperg	45	Dennis Bingham/Julia Bingham	6
Werner Schwartzel/Andreas Huber	28	Masato Kumano/Kunio Takashimi	6
Alain Michel/Michael Burkhard	24	Steve Abbott/Shawn Smith	6
Jock Taylor/Benga Johansson	23	Mick Boddice/Chas Birks	5
Egbert Streuer/Bernard Schneiders	18	Rolf Steinhausen/Hermann Hahn	5
Patrick Thomas/Jean-Marc Fresc	10		

ACU TT Formula 1 Championship

Dave Hiscock	32	Joe Dunlop	23	Mick Grant	16
Roger Marshall	30	Ron Haslam	23	Wayne Gardner	12

INTERNATIONAL FLAG SIGNALS

**Red:** Signal for complete and immediate stop. **Yellow (Waved):** Great danger, be prepared to stop. **Yellow (motionless):** Take care, danger. **Yellow with Vertical Red Stripes:** Take care, oil has been spilled somewhere on the road. **Black (with competitor's number):** Signal for the competitor to stop on the next lap. **Black and White Chequered:** Signal for the winner and end of the race. **Light Signals** will be used for starting races.



Emergency Services:

Silverstone Circuits Emergency Services Team manned by members of the British Motor Racing Marshals Club

Our grateful thanks go to the Northampton St. John Ambulance Brigade and to all the voluntary officials without whom this meeting would not be possible.



Photographs

The photographs used in this programme have been supplied by Adrian Ashurst, John E. Denton, Kenny Dunlop, Don Morley, Ian Norris and Dave Rigley.



Start 12.00 hrs (approx)

## WORLD CHAMPIONSHIP 350 cc RACE

131.04kms

No.	RIDER/ENTRANT	TOWN/COUNTRY	MACHINE
1	ANTON MANG/Kawasaki-Motoren GmbH	West Germany	Kawasaki
2	DIDIER DE RADIGUES/Team Johnson Elf Bastoni	Belgium	Chevalier
3	JEAN FRANCOISE BALDE/Krauser Kawasaki Motor	France	Kawasaki
4	PATRICK FERNANDEZ	France	Bimota Bartol
5	CARLOS LAVADO/Venemotos Racing Team	Venezuela	Yamaha
6	JEFFERY SAYLE/Randle Racing	Australia	Armstrong
7	MARTIN WIMMER/Mitsui Yamaha GmbH	West Germany	Yamaha
8	JACQUES CORNU	Switzerland	Yamaha
9	ERIC SAUL/Scuderia Bastoni Corse	France	Chevalier
10	GRAEME MCGREGOR/Team George Beale	Australia	Yamaha
11	GUSTAV REINER/Krauter-MDS Racing Team	West Germany	Suzuki
12	ALAN NORTH	South Africa	Yamaha
13			
14	MASSIMO MATTEONI/Nuovo Moto Corse Pasolini	Italy	Bimota
15	SIEGFRIED MINICH	Austria	Yamaha
16	TONY HEAD	Coventry	Yamaha
17	DONNY ROBINSON	Ireland	Yamaha
18	HARALD ECKL/'Wernberger Konserven'	West Germany	Yamaha
19	REINO ESKELINEN/MO-Motul Racing Team	West Germany	Yamaha
20	CHRISTIAN SARRON/Team Sonauto Gauloises	France	Yamaha
21	GRAHAM YOUNG/Jim Finlay Racing	Ireland	Yamaha
22	EDWIN WEIBEL	Switzerland	Yamaha
23	RENE DELABY/'ABOS'	Belgium	Yamaha
24	ROGER SIBILLE	France	Yamaha
25	JOSE DE FAVERI	Belgium	Yamaha
26	CHRISTER ELIASSON	Sweden	Yamaha
27	SVEND ANDERSSON	Denmark	Yamaha
28	JAKOB MANSER	Switzerland	Yamaha
29	YO-CHAN MATSUMOTO/Krauser	Japan	Yamaha
30	MICHEL SIMEON/Team RK Shell	Belgium	RK Beko
31	PETE WILD/Appleby Glade	Chesterfield	Armstrong
32	PEKKA NURMI/Silja LineLtd.	Finland	Yamaha
33	TOM DRURY	Chesterfield	Yamaha
34	PHIL MELLOR/McKinstry Racing	Shelley	Yamaha
35	STEVE TONKIN/Randle Racing	Carnforth	Armstrong
36	CLIVE HORTON/Randle Racing	Chaddesden	Armstrong
37	PETER LOOYENSTEIN/De Egel Banden	Holland	Yamaha
38	SIMON BUCKMASTER/Meadspeed — P13	Bell Bar	Yamaha
39	STEVE WRIGHT/Len Manchester Motorcycles	Barnsley	Yamaha
40	HERBERT HAUF/Team Green	West Germany	Kawaski
41	MAR SCHOUTEN/Ergon Racing	Holland	Yamaha
42	GARY PADGETT/Padgett's of Batley — ?	Batley	Yamaha
43	ROB McELNEA/F.J. Gallen & Co. P77.	Brigg	Yamaha
44	ANDREAS BERGER/Solo Team Deutschland	Switzerland	Yamaha Bimota
45	WOLFGANG VON MURALT/Kung Racing Team	Switzerland	Yamaha
46	PIERRE BOLLE/Team GPA-Total-GME	France	Yamaha
47	ATTILIO RIONDATO/Alpilatte Racing Team	Italy	Yamaha Bimota
48	EERO HYVARINEN	Finland	Yamaha
49	PAUL TINKER/John Bull Insulation	Grimsby	Yamaha
50	ANDY WATTS/Decorite	Kings Lynn	Yamaha
51	STEWART COLE	Scotland	Yamaha

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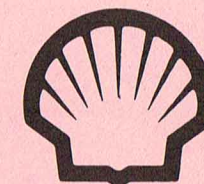
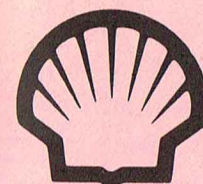
1 min 33.46 secs.	112.75 mph	181.45 kmh
37 mins. 57.33 secs.	111.04 mph	178.70 kmh

1st .....	Time .....	Speed ..... mph
2nd .....	3rd .....	4th .....
5th .....	6th .....	7th .....
8th .....	9th .....	10th .....
Fastest lap: No .....	Time .....	Speed ..... mph

1st 7,200 S.Frs. and a Marlboro Trophy.  
2nd 5,800 S.Frs. and a Marlboro Trophy.  
3rd 4,300 S.Frs. and a Marlboro Trophy.  
4th 3,400 S.Frs. 5th 2,600 S.Frs. 6th 2,200 S.Frs. 7th 2,000 S.Frs. 8th 1,700 S.Frs. 9th 1,400 S.Frs. 10th 1,300 S.Frs. 11th to 15th 1,200 S.Frs. 16th to 20th 1,100 S.Frs. 21st to 25th 800 S.Frs. 26th to 40th 400 S.Frs.



**20 laps**  
58.54 miles  
94.20 kms

[illegible]

RESULTS			
1st	8	Time	
2nd	5	Speed	
3rd	34	4th	26
5th	30	6th	20
8th		9th	0
Fastest lap: No		Time	
		Speed	

1st 10,000 S.Frs. and the Shell Super Oil Trophies.  
2nd 7,500 S.Frs. and the Shell Super Oil Trophies.  
3rd 5,000 S.Frs. and the Shell Super Oil Trophies.  
4th 4,000 S.Frs. 5th 3,000 S.Frs. 6th 2,500 S.Frs. 7th 2,000 S.Frs. 8th 1,700 S.Frs. 9th 1,400 S.Frs. 10th 1,300 S.Frs. 11th to 15th 1,200 S.Frs. 16th to 20th 1,100 S.Frs. 21st to 25th 800 S.Frs. 26th to 40th 700 S.Frs.



Start 14.10 hrs (approx)

**Marlboro British Grand Prix**  
**WORLD CHAMPIONSHIP 250 cc RACE**

131.04kms

No.	RIDER/ENTRANT	TOWN/COUNTRY	MACHINE
1	ANTON MANG/Kawasaki-Motoren GmbH	West Germany	Kawasaki
2	JEAN FRANCOIS BALDE/Krauser Kawasaki Motor	France	Kawasaki
3	ROLAND FREYMOND/Elf/MBA/MDS/Moto Racing Team	Switzerland	MBA
4	CARLOS LAVADO/Venemotos Racing Team	Venezuela	Yamaha
5	PATRICK FERNANDEZ	France	Bimota Bartol
6	JEAN GUIGNABODET	France	Kawasaki
7	JEAN-LOUIS TOURNADRE	France	Yamaha
8	MARTIN WIMMER/MitsuiYamaha GmbH	West Germany	Yamaha
9	DIDIER DE RADIGUES/Team Johnson Elf Bastoni	Belgium	Chevalier
10	RICHARD SCHLACTER	USA	Yamaha
11	THIERRY ESPIE/Pernod	France	Pernod
12	JEFFREY SAYLE/Randle Racing	Australia	Armstrong
13			
14	GRAEME MCGREGOR/W.E. Automotive/George Beale	Australia	Waddon
15	JACQUES CORNU	Switzerland	Yamaha
16	ANTONIO NETO/F.M. Rodrigues	Brazil	Yamaha
17	DONNY ROBINSON/Mitsui Yamaha	Ireland	Yamaha
18	CHRISTIAN ESTROSI/Pernod	France	Pernod
19	CHRISTIAN SARRON/Team Sonauto Gauloises	France	Yamaha
20	JACQUES BOLLE/Team GPA-Total	France	Yamaha
21	BENGT ELGH	Sweden	Yamaha
22	TONY HEAD	Coventry	Armstrong
23	MASSIMO MATTEONI/Nuovo Moto Corse Pasolini	Italy	Yamaha
24	MICHEL SIMEON/Team RK Shell	Belgium	Yamaha
25	JOHNNY SCOTT	South Africa	Yamaha
26	LEIF NIELSEN/Jens Baadsgaard	Denmark	NB-Rotax
27	SIEGFRIED MINICH	Austria	Rotax
28	BRUNO LUSCHER	Switzerland	Yamaha
29	JEAN MARC TOFFOLO	Belgium	Rotax
30	EILERT LUNDSTEDT	Sweden	Yamaha
31	EDWIN WEIBEL	Switzerland	Yamaha
32	SVEND ANDERSSON	Denmark	Yamaha
33	CLIVE HORTON/Randle Racing	Chaddesden	Armstrong
34	PHIL MELLOR/McKinstry Racing	Shelley	Yamaha
35	STEVE TONKIN/Randle Racing	Carnforth	Armstrong
36	PAUL HARRIS	Grays	Yamaha
37	DONNIE McLEOD	Scotland	Yamaha
38	PETE WILD/John Davies Motors	Chesterfield	Yamaha
39	FRANCO MARCHEGIANI	Italy	Yamaha
40	STEVE MACKIN/Sid Griffiths Racing	Crowthorne	Armstrong
41	MAR SCHOUTEN/Ergon Racing	Holland	MBA
42	KEVIN HELLYER/Cargo Carriers S.A.	South Africa	Yamaha
43	HERBERT HAUF/Team Green	West Germany	Kawasaki
44	IVAN PALEZZESE	Venezuela	MBA
45	PIERRE BOLLE/Team GPA-Total-GME	France	Yamaha
46	JEAN MATTIOLI	France	Yamaha
47	PAOLO FERRETTI	Italy	MBA
48	PIER ALDROVANDI	Italy	MBA
49	ERIC SAUL/Scuderia Bastoni Corse	France	Chevalier
50	ALFONSO PONS	Spain	Yamaha
51	EERO HYVARINEN	Finland	Yamaha

[illegible]

1 min. 34.98 secs.	110.94 mph	178.52 kmh
38 mins. 32.37 secs.	109.36 mph	175.99 kmh

1st .....	Time .....	Speed .....mph
2nd .....	3rd .....	4th .....
5th .....	6th .....	7th .....
8th .....	9th .....	10th .....
Fastest lap: No .....	Time .....	Speed .....mph

1st 7,200 S.Frs. and a Marlboro Trophy.  
2nd 5,800 S.Frs. and a Marlboro Trophy.  
3rd 4,300 S.Frs. and a Marlboro Trophy.  
4th 3,400 S.Frs. 5th 2,600 S.Frs. 6th 2,200 S.Frs. 7th 2,000 S.Frs. 8th 1,700 S.Frs. 9th 1,400 S.Frs. 10th 1,300 S.Frs. 11th to 15th 1,200 S.Frs. 16th to 20th 1,100 S.Frs. 21st to 25th 800 S.Frs. 26th to 40th 400 S.Frs.



Start 15.30 hrs (approx)

## Marlboro British Grand Prix

131.88 kms

R 54

1 min. 29.98 secs.	117.10 mph	188.44 kmh
42 mins. 52.71 secs.	114.68 mph	184.54 kmh

1st .....	Time .....	Speed .....
2nd .....	3rd .....	4th .....
5th .....	6th .....	7th .....
8th .....	9th .....	10th .....
Fastest lap: No .....	Time .....	Speed .....

[illegible]

1st 13,000 S.Frs. and a Marlboro Trophy.  
2nd 10,000 S.Frs. and a Marlboro Trophy.  
3rd 7,000 S.Frs. and a Marlboro Trophy.  
4th 5,500 S.Frs. 5th 4,400 S.Frs. 6th 3,500 S.Frs. 7th 3,000 S.Frs. 8th 2,700 S.Frs. 9th 2,400 S.Frs. 10th 2,200 S.Frs. 11th to 15th 1,900 S.Frs. 16th to 20th 1,700 S.Frs. 21st to 25th 1,500 S.Frs. 26th to 40th 400 S.Frs.



Start 16.50 hrs (approx)

**Marlboro British Grand Prix**  
**WORLD CHAMPIONSHIP 125 cc RACE**

94.20 kms

No.	RIDER/ENTRANT	TOWN/COUNTRY	MACHINE
1	ANGEL NIETO/Garelli Corse	Spain	Garelli
2	EUGENIO LAZZARARINI/Garelli Corse	Italy	Garelli
3	PIER PAOLO BIANCHI/Moto Sanvenero	Italy	Sanvenero
4	HANS MULLER	Switzerland	MBA
5	JEAN CLAUDE SELINI	France	MBA
6	AUGUST AUINGER	Austria	MBA
7	IVAN PALEZZESE	Venezuela	MBA
8	RICARDO TORMO	Spain	Sanvenero
9	MAURIZIO VITALI	Italy	MBA
10	HUGO VIGNETTI/Moto Sanvenero	Argentina	Sanvenero
11	HENK VAN KESSEL	Holland	MBA
12	PIER L. ALDROVANDI	Italy	MBA
13			
14	JOHNNY WICKSTROM/Silja Line Ltd.	Finland	MBA
15	GERHARD WEIBEL	West Germany	MBA
16	JOE GENOUD/Team Jobert	Switzerland	MBA
17	BRUNO KNEUBUHLER	Switzerland	MBA
18	ALFRED WAIBEL	West Germany	Waibel Special
19	WILLY PEREZ	Argentina	MBA
20	ALEX BEDFORD/Appleby Glade	Burton-on-Trent	MBA
21	HELMUT LICHTENBURG/Motorrad Spaett K.G.	West Germany	MBA
22	PER CARLSSON	Sweden	MBA
23	STEVE CHAMBERS/Paul Chambers Racing	Cherry Willingham	Sanvenero
24	MICHEL MORET	France	MBA
25	PER LARSEN	Denmark	MBA
26	BADY HASSAINE	Algeria	MBA
27	ANDRES SANCHEZ/Jose Gonzales	Spain	MBA
28	LUCIO PIETRONIRO	Belgium	MBA
29	JAN BACKSTROM	Sweden	Morbidelli
30	TONY SMITH	Leicester	MBA
31	WERNER SCHMIED	Austria	Rotax
32	CHRIS BAERT	Belgium	MBA
33	TORE ALEXANDERSSON	Sweden	MBA
34	PETER HUBBARD/Webb's Yamaha Centre	Lincoln	MBA
35	CHRIS LEAH/Maldon Contractors Ltd.	Bolton	MBA
36	PETER BANKS/North East Motor Cycles	Morpeth	MBA
37	RAY SWANN/Bennetts of Barnsley	Dunstable	MBA
38	STEFAN DORFLINGER/Krauser Racing	Switzerland	MBA
39	FREDERIC MICHEL	France	MBA
40	ANTON STRAVER	Holland	MBA
41	ERICH KLEIN/MSC Rottenegg	Austria	MBA
42	JACQUES HUTTEAU	France	MBA
43	PETER SOMMER	Switzerland	MBA
44	WILLEN HEYKOOP/Hu Vo	Holland	Sanvenero
45	OLIVIER LIEGEOIS/St Michel Racing Team	Belgium	Sanvenero
46	GUISEPPE ASCAREGGI	Italy	MBA
47	ROBERTO RUOSI	Italy	MBA
48	ROBERT HMELJAK	Yugoslavia	MBA
49	DOMENICO BRIGAGLIA	Italy	MBA
50	MATTI KINNUNEN	Finland	MBA
51	DAVID FABIAN	Kettering	Sanvenero

**Lap Record:** Angel Nieto (Minarelli)  
**Race Record:** Angel Nieto (Minarelli)

1 min. 41.48 secs.	103.84 mph	167.08 kmh
34 mins. 29.03 secs.	101.85 mph	163.92 kmh

## RESULTS

1st .....	Time .....	Speed .....
2nd .....	3rd .....	4th .....
5th .....	6th .....	7th .....
8th .....	9th .....	10th .....
Fastest lap: No .....	Time .....	Speed .....

1st 4,300 S.Frs. and a Marlboro Trophy.  
2nd 3,400 S.Frs. and a Marlboro Trophy.  
3rd 2,600 S.Frs. and a Marlboro Trophy.

4th 2,000 S.Frs. 5th 1,600 S.Frs. 6th 1,300 S.Frs. 7th 1,100 S.Frs. 8th 1,000 S.Frs. 9th 900 S.Frs. 10th 800 S.Frs. 11th to 15th 700 S.Frs. 16th to 20th 650 S.Frs. 21st to 25th 550 S.Frs. 26th to 40th 400 S.Frs.



Start 17.55 hrs (approx)

A round of the A.C.U. TT Formula 1 Championship

70.65 kms

No.	RIDER/ENTRANT	TOWN/COUNTRY	MACHINE
1	MALCOLM LUCAS/Robinsons of Derby	Birkenhead	Suzuki
2	RON HASLAM/Honda Britain Racing	Langley Mill	Honda
3	JOE DUNLOP/Honda Britain Racing	Ireland	Honda
4	DAVE HISCOCK	New Zealand	Suzuki
5			
6	GARY LINGHAM/Colin Aldridge	London	Kawasaki
7	ALAN JACKSON	Preston	Suzuki
8	WAYNE GARDNER/Honda Britain Racing	Australia	Honda
9	ALEX GEORGE/Moriwaki Engineering	Scotland	Kawasaki
10	MICK GRANT/Heron Team Suzuki	Lepton	Suzuki
11	ROGER MARSHALL/Heron Team Suzuki	Wragby	Suzuki
12	RON STOREY/B.W. Agencies Ltd	Linford	Honda
13			
14	GEOFF JOHNSON/Oxford Fairings Ltd	Richmond	Suzuki
15	ASA MOYCE/Pip Services	Walthamstow	Kawasaki
16	PETER TAYLOR	London	P & M Kawasaki
17	Jim Wells	Rainham	Kawasaki
18	FRANK RUTTER/C.G. Chell	West Kirby	Honda
19	HOWARD LEES/Bike Magazine	London	Honda
20	ROB CLAUDE	Bromsgrove	P & M Suzuki
21	BERNIE TOLEMAN/Moto of Catford	Hardwicke	Suzuki
22	LES BURGAN	Rugby	Suzuki
23	STEVE CARBUTT	Castleford	Kawasaki
24	MARK BOUGHTON/Heron Team Suzuki	London	Suzuki
25	ANDY McGLADDERY/Star Trak Motorcycles	Middleton St. George	Kawasaki
26	JOHN HESELWOOD/Warwicks Motorcycles	Heywood	Suzuki
27	JEFF JONES	Maesteg	Suzuki
28	DAVE KERBY/BeeBee Racing Ltd	Coventry	Kawasaki
29	PAUL BARRETT	London	Kawasaki
30	FRED HUGGETT/Hastings Motorcycles	Eastbourne	Honda
31	IAN TOMKINSON	Birmingham	Kawasaki
32	MICK DOWNES	Enfield	Kawasaki
33	PHIL LOVETT	Biggin Hill	Kawasaki
34	KEITH FERRELL/John Morse Kawasaki Centre	Port Talbot	Kawasaki
35	NORMAN WHITE	Thrupton	Honda
36	MICK HEMMINGS/Mick Hemmings Motorcycles	Northampton	Suzuki
37	ROY JEFFREYS	High Wycombe	Kawasaki
38	JOHN STEPHENS	Ledbury	Honda
39	MARK SALLE/Colin Aldridge	Barking	P & M Kawasaki
40	MAX NOTHIGER/Eckert-Motorradtechnik	Switzerland	Honda
41	G. FLAMELING/Bruinsma Kawasaki	Holland	Kawasaki
42	DARRYL PENDLEBURY/Pentrax Motorcycles	Coventry	Kawasaki
43	MICHAEL HUNT/Colin Aldridge	Leicester	Kawasaki
44	KEVIN WRETTOM/P.I.P. & Cavalier Services	Luton	Kawasaki
45	DAVE MASON/Devimead	Tamworth	Honda
46	IAN MARTIN	Caistor	P & M Suzuki
47	ALISTAIR COPELAND/P. Darvill	Coventry	Honda
48	COLIN MARSHALL	Caistor-on-Sea	Honda
49	BERNARD FROST/R. W. Parkinson & Sons	Colehester	Kawasaki
50	KEN BLAKE	Tadworth	Suzuki
51	ROBIN SPRING	Wendover	Kawasaki

1 min. 32.49 secs.	113.93 mph	183.35 kmh
23 mins. 28.43 secs.	112.22 mph	180.58 kmh

1st .....	Time .....	Speed .....
2nd .....	3rd .....	4th .....
5th .....	6th .....	7th .....
8th .....	9th .....	10th .....
Fastest lap: No .....	Time .....	Speed .....



1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
				4	3	8	8	2	2	11	11	14	2	11
				2	8	2	8	8	8	2	2	2	11	2
										5	8	8	8	8
					10	18		24		(19)		33	34	34
						10		18	10	10	10	10	10	10
										24				
							3							
							24							
				24			28				6			
				44			44							
				6			6							
				17			42							
							15							
				21			-							
							-							
							10							
							32							
							25							
							33							
							26							
							35							
							36							
							9							
							30							
							46							
							1							

11  
8  
2  
10  
6

4th £150. 5th £100. 6th £75. 7th £60. 8th £50. 9th £40. 10th £25.



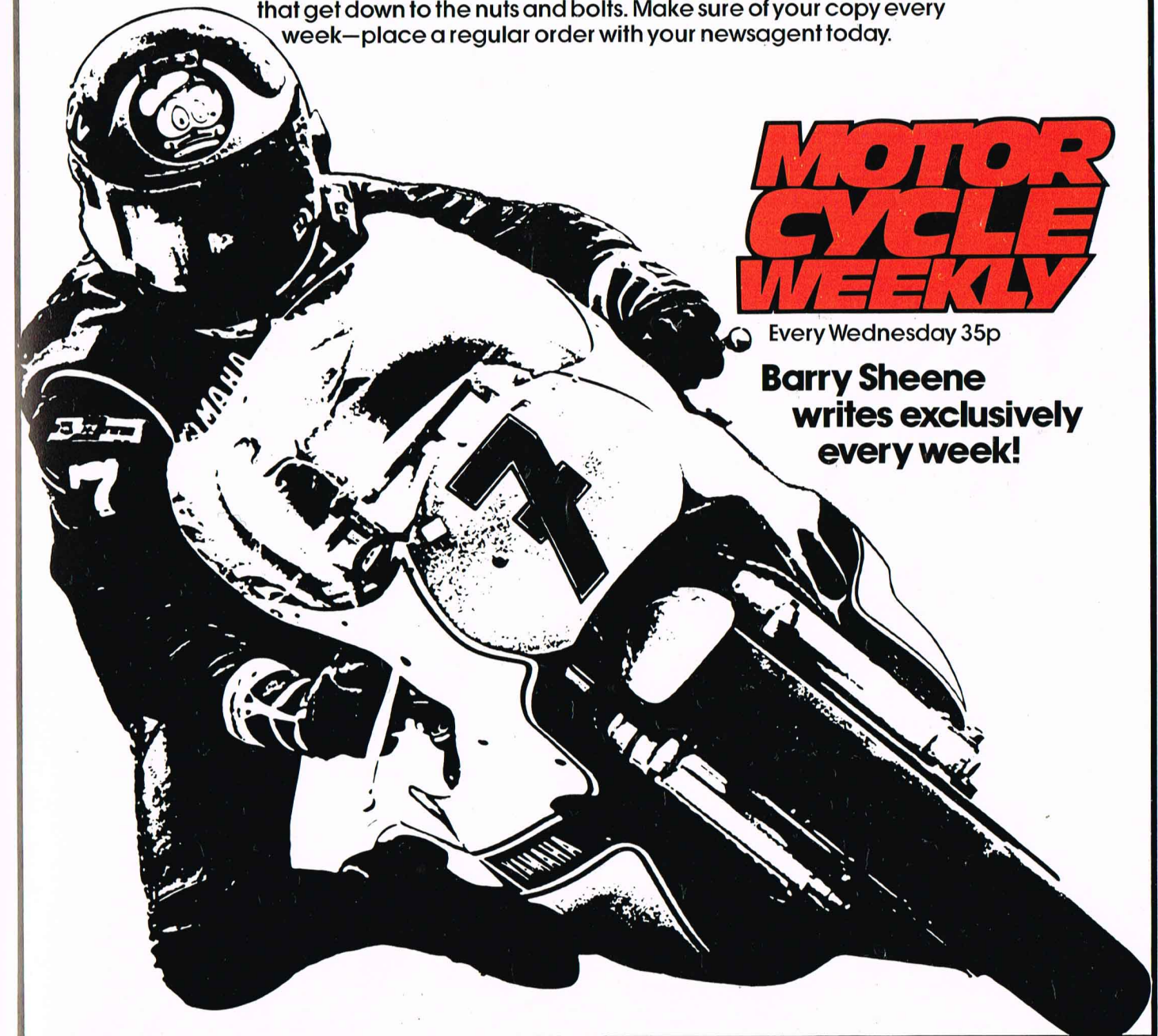
## SILVERSTONE LAP SPEED TABLE

One lap of Silverstone Circuit equals 2.927 miles (4.71 kilometres). To ascertain the speed of any individual car, time it for one complete lap and read off the speed from this table.

TIME m.s.	SPEED m.p.h.	SPEED k.m.h.	TIME m.s.	SPEED m.p.h.	SPEED k.m.h.	TIME m.s.	SPEED m.p.h.	SPEED k.m.h.
1-24-0	125-44	201-88	1-31-4	115-29	185-54	1-38-7	106-76	171-81
1-24-1	125-29	201-64	1-31-5	115-16	185-34	1-38-8	106-65	171-64
1-24-2	125-14	201-40	1-31-6	115-03	185-14	1-38-9	106-54	171-47
1-24-3	125-00	201-16	1-31-7	114-90	184-93	1-39-0	106-44	171-29
1-24-4	124-85	200-92	1-31-8	114-78	184-73	1-39-1	106-33	171-12
1-24-5	124-70	200-69	1-31-9	114-66	184-53	1-39-2	106-22	170-95
1-24-6	124-55	200-45	1-32-0	114-54	184-33	1-39-3	106-12	170-73
1-24-7	124-41	200-21	1-32-1	114-42	184-13	1-39-4	106-01	170-50
1-24-8	124-26	199-88	1-32-2	114-29	183-93	1-39-5	105-90	170-43
1-24-9	124-11	199-74	1-32-3	114-16	183-73	1-39-6	105-80	170-26
1-25-0	123-97	199-51	1-32-4	114-04	183-53	1-39-7	105-69	170-09
1-25-1	123-82	199-27	1-32-5	113-92	183-33	1-39-8	105-58	169-92
1-25-2	123-68	199-04	1-32-6	113-79	183-13	1-39-9	105-48	169-75
1-25-3	123-53	198-80	1-32-7	113-67	182-93	1-40-0	105-37	169-58
1-25-4	123-39	198-57	1-32-8	113-55	182-74	1-40-1	105-27	169-41
1-25-5	123-24	198-34	1-32-9	113-43	182-54	1-40-2	105-16	169-24
1-25-6	123-10	198-11	1-33-0	113-30	182-34	1-40-3	105-06	169-17
1-25-7	122-95	197-88	1-33-1	113-18	182-15	1-40-4	104-95	168-90
1-25-8	122-81	197-64	1-33-2	113-06	181-95	1-40-5	104-85	168-74
1-25-9	122-67	197-41	1-33-3	112-94	181-76	1-40-6	104-74	168-57
1-26-0	122-53	197-19	1-33-4	112-82	181-56	1-40-7	104-64	168-40
1-26-1	122-38	196-96	1-33-5	112-70	181-32	1-40-8	104-54	168-23
1-26-2	122-24	196-73	1-33-6	112-58	181-17	1-40-9	104-43	168-07
1-26-3	122-10	196-50	1-33-7	112-46	180-98	1-41-0	104-33	167-90
1-26-4	121-96	196-27	1-33-8	112-34	180-79	1-41-1	104-32	167-73
1-26-5	121-82	196-04	1-33-9	112-22	180-60	1-41-2	104-12	167-57
1-26-6	121-68	195-82	1-34-0	112-10	180-40	1-41-3	104-02	167-40
1-26-7	121-54	195-59	1-34-1	111-98	180-21	1-41-4	103-92	167-24
1-26-8	121-40	195-37	1-34-2	111-86	180-02	1-41-5	103-82	167-07
1-26-9	121-26	195-14	1-34-3	111-74	179-83	1-41-6	103-71	166-91
1-27-0	121-12	194-99	1-34-4	111-62	179-64	1-41-7	102-60	165-12
1-27-1	120-98	194-67	1-34-5	111-51	179-45	1-41-8	103-51	166-58
1-27-2	120-84	194-45	1-34-6	111-39	179-26	1-41-9	103-41	166-41
1-27-3	120-70	194-23	1-34-7	111-27	179-07	1-42-0	103-31	166-25
1-27-4	120-56	194-00	1-34-8	111-15	178-88	1-42-1	103-21	166-09
1-27-5	120-42	193-88	1-34-9	111-04	178-69	1-42-2	103-11	165-93
1-27-6	120-29	193-56	1-35-0	110-92	178-50	1-42-3	103-00	165-77
1-27-7	120-15	193-34	1-35-1	110-80	178-32	1-42-4	102-90	165-61
1-27-8	120-01	193-12	1-35-2	110-68	178-13	1-42-5	102-80	165-44
1-27-9	119-87	192-92	1-35-3	110-57	177-94	1-42-6	102-70	165-28
1-28-0	119-74	192-70	1-35-4	110-45	177-76	1-42-7	102-60	165-12
1-28-1	119-60	192-48	1-35-5	110-34	177-57	1-42-8	102-50	164-90
1-28-2	119-47	192-27	1-35-6	110-22	177-38	1-42-9	102-40	164-86
1-28-3	119-33	192-05	1-35-7	110-11	177-20	1-43-0	102-30	164-64
1-28-4	119-20	191-83	1-35-8	109-99	177-01	1-43-1	102-20	164-48
1-28-5	119-06	191-61	1-35-9	109-83	176-83	1-43-2	102-10	164-32
1-28-6	118-93	191-40	1-36-0	109-76	176-65	1-43-3	102-01	164-16
1-28-7	118-79	191-18	1-36-1	109-65	176-46	1-43-4	101-91	164-00
1-28-8	118-66	190-97	1-36-2	109-53	176-28	1-43-5	101-81	163-85
1-28-9	118-53	190-75	1-36-3	109-42	176-10	1-43-6	101-71	163-69
1-29-0	118-40	190-54	1-36-4	109-31	175-91	1-43-7	101-61	163-53
1-29-1	118-26	190-32	1-36-5	109-19	175-73	1-43-8	101-51	163-37
1-29-2	118-13	190-11	1-36-6	109-08	175-55	1-43-9	101-42	163-21
1-29-3	118-00	189-90	1-36-7	108-97	175-37	1-44-0	101-32	163-06
1-29-4	117-87	189-69	1-36-8	108-86	175-19	1-44-1	101-22	162-90
1-29-5	117-73	189-47	1-36-9	108-74	175-01	1-44-2	101-12	162-74
1-29-6	117-60	189-26	1-37-0	108-63	174-83	1-44-3	101-03	162-59
1-29-7	117-47	189-05	1-37-1	108-52	174-64	1-44-4	100-93	162-43
1-29-8	117-34	188-84	1-37-2	108-41	174-46	1-44-5	100-83	162-28
1-29-9	117-21	188-63	1-37-3	108-30	174-29	1-44-6	100-74	162-12
1-30-0	117-08	188-42	1-37-4	108-18	174-11	1-44-7	100-64	161-97
1-30-1	116-95	188-21	1-37-5	108-07	173-93	1-44-8	100-55	161-81
1-30-2	116-82	188-00	1-37-6	107-96	173-75	1-44-9	100-45	161-66
1-30-3	116-69	187-79	1-37-7	107-85	173-57	1-45-0	100-35	161-50
1-30-4	116-56	187-59	1-37-8	107-74	173-39	1-45-1	100-26	161-35
1-30-5	116-43	187-38	1-37-9	107-63	173-22	1-45-2	100-16	161-20
1-30-6	116-30	187-17	1-38-0	107-52	173-40	1-45-3	100-07	161-04
1-30-7	116-17	186-96	1-38-1	107-41	172-56	1-45-4	99-97	160-89
1-30-8	116-05	186-76	1-38-2	107-30	172-69	1-45-5	99-88	160-74
1-30-9	115-92	186-51	1-38-3	107-19	172-51	1-45-6	99-78	160-59
1-31-0	115-79	186-36	1-38-4	107-09	172-34	1-45-7	99-68	160-44
1-31-1	115-66	186-13	1-38-5	106-98	172-18	1-45-8	99-60	160-28
1-31-2	115-54	185-93	1-38-6	106-87	171-99	1-45-9	99-50	160-13
1-31-3	115-41	185-74						

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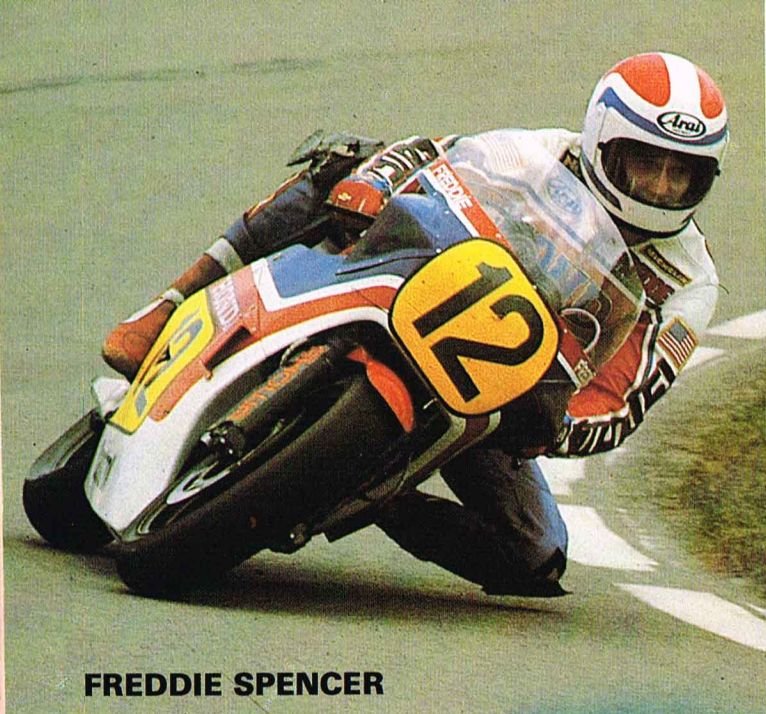


## MOTOR CYCLE WEEKLY

Every Wednesday 35p

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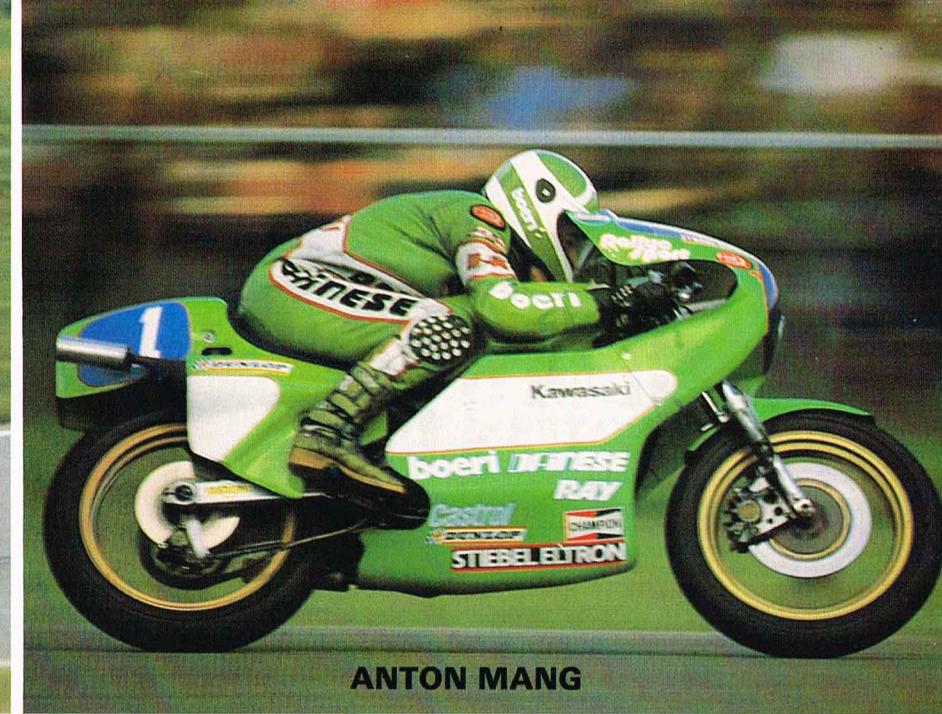
FREDDIE SPENCER



GRAZIANO ROSSI



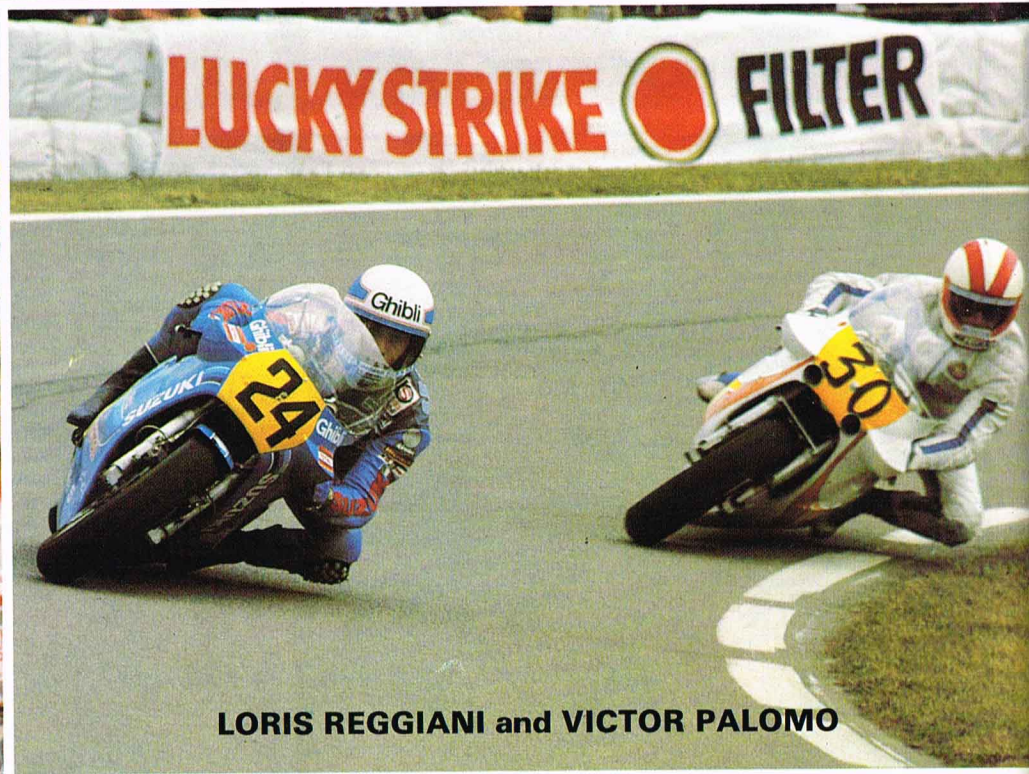
RON HASLAM



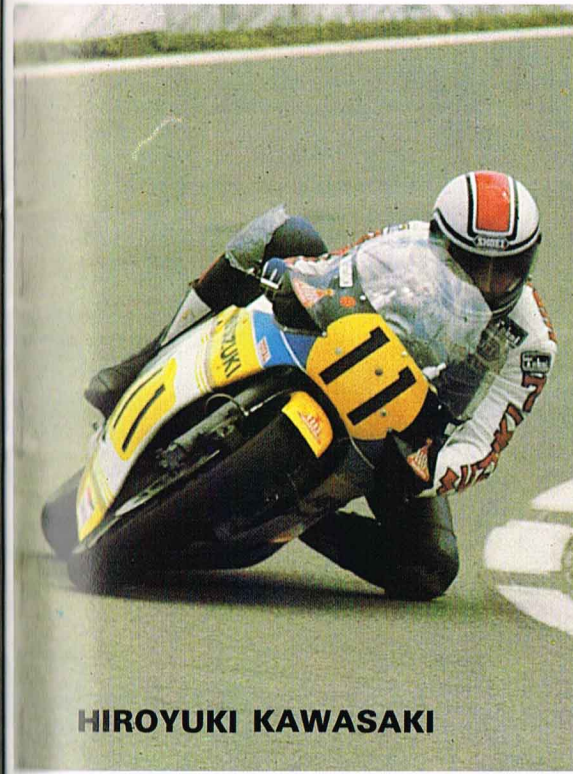
ANTON MANG



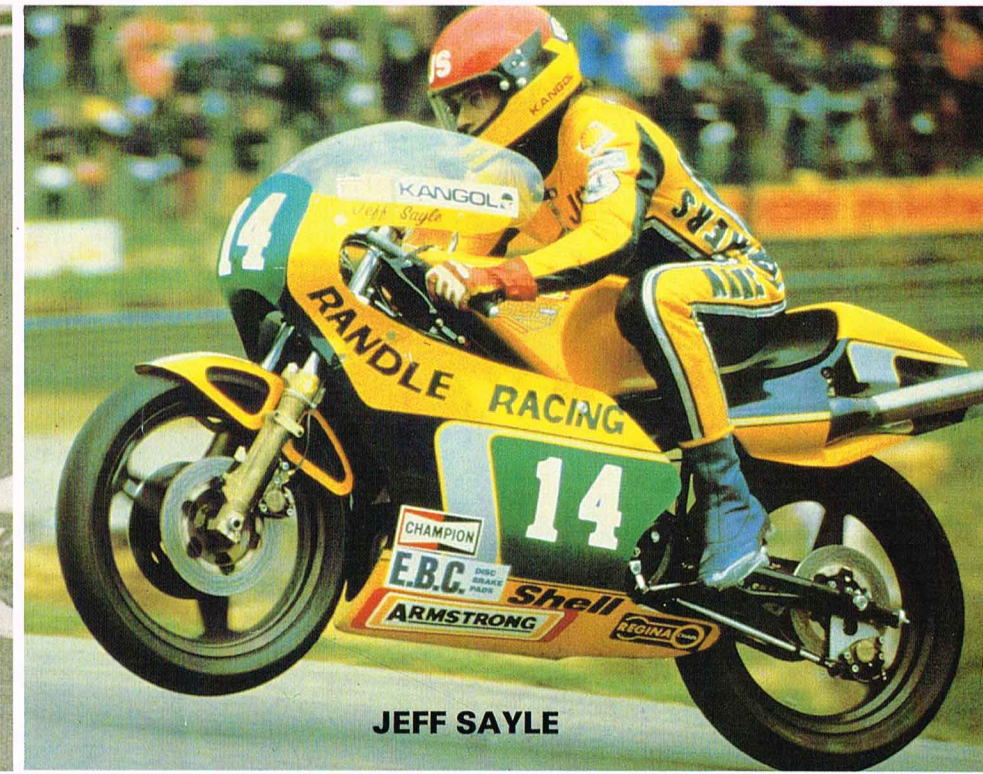
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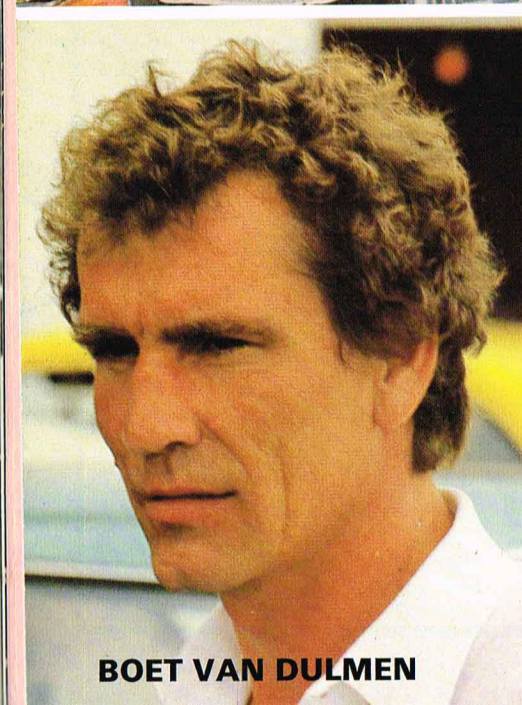
LORIS REGGIANI and VICTOR PALOMO



HIROYUKI KAWASAKI



JEFF SAYLE



BOET VAN DULMEN



TAKAZUMI KATAYAMA



DIIDER DE RADIGUES



ANGEL NIETO







The Marlboro Aerobatic Display has been described as '... the finest demonstration of piston-engined aerobatics in the world...'. This year the Team's three Pitts Specials make a welcome return to the Motor Cycle Grand Prix to give their spectacular display of formation flying and synchronised aerobatics.

Since Marlboro first sponsored the solo Pitts in 1978, the Team has expanded to meet the demand for expert demonstrations of this increasingly popular sport. During 1982 they will fly more than 150 formation displays at major sporting events and international air shows.

The three pilots are all ex-Air Force, led by 4-times British Aerobatic Champion Philip Meeson, who has competed in his purpose-built Marlboro Pitts in British, European and World Championships. Pilot Nigel Lamb joined the Team two years ago from the Rhodesian Air Force, where he saw active service in the confrontation and later instructed on the Siai Marchetti SF260. No. 3 and newest member is Phil Symmans, who comes to the Team from the New Zealand Air Force where he flew McDonnell Douglas A4K Skyhawks. He also flew in the RNZAF Strikemaster Display Team.

The Pitts Special is one of the World's foremost competition aerobatic aircraft, specially designed to withstand the stresses of high-speed aerobatics. It has a power-to-weight ratio similar to a Formula 1 racing car, and all its systems are designed to enable it to fly equally well upside down as the right way up. Powered by a 230 hp Lycoming engine, its maximum speed is 204 mph, cruise speed 160 mph, rate of climb 3000ft per min, range 200 miles. The wingspan is 19ft 6in, length 20ft.

The display includes formation manoeuvres normally only seen from the major military jet teams, as well as solo sequences which can only be flown by these purpose-built aircraft. The Team commence their display with formation loops and rolls before splitting for opposition manoeuvres. As they fly towards each other the two aircraft have a closing speed in excess of 300 mph and will be separated by no more than a few feet! Needless to say, such precision requires intense practise and perfect judgement. Midway through the display the two formation aircraft separate leaving the arena to four-times British Aerobatic Champion Philip Meeson, who will demonstrate the spectacular manoeuvres flown in today's most modern of sports — competition aerobatics.

As he finishes his solo routine he is rejoined by the Team for their finale and salute to the Motor Cycle Grand Prix.

#### Leader PHILIP MEESON

Leader of the Marlboro Aerobatic Team is Philip Meeson, currently British Aerobatic Champion for the fourth successive year.

Philip grew up in Northamptonshire, where his earliest ambition was to be involved with aviation. At 16 he won a Royal Air Force flying scholarship, which enabled him to obtain his private pilot's licence at Sywell the following year — before learning to drive, something which he feels, incidentally, he has never quite mastered!

He was commissioned in the Royal Air Force in 1964, where he flew many different types of aircraft, and won the prize for the best all round pilot on both his basic and advanced flying courses. From his earliest flying days Philip had taken a keen interest in aerobatics, competing with great flair at every opportunity in UK events. In 1970 he left the Royal Air Force for a civilian career and from then on concentrated on aerobatic flying.

While on a business trip to the United States he saw and fell in love with the Pitts Special, which was at that time just beginning to be recognised as a competition aircraft. He was determined to build the first of its type in the United Kingdom, bought the plans for \$100, and set about the task of organising its construction.

His Pitts Special completed, Philip began entering for the annual British Championships and over a period of three years worked himself up in the placings until he came second in 1977. In 1978 he won the competition for the first time, and has been the British Champion every year since then. He was a member of the British Aerobatic Team at the European Championships in Denmark in 1975, the World Aerobatic Championships in 1978 in Kiev, and captained the British Team which went to the World Aerobatic Championships in the USA in 1980.

1978 was also the first year that he flew under the Marlboro banner, giving solo displays at occasions like



the British Grand Prix, and major aviation events held throughout the country. Since then the Marlboro Aerobatic Team has grown, and this year Philip is accompanied by two other pilots, Nigel Lamb and Phil Symmans, in a formation display.

Although he enjoys display flying, Philip finds competition aerobatics a very personal challenge, as there are few opportunities for pilots nowadays to demonstrate their skill in pure flying.

The organisation and running of the Marlboro Aerobatic Team takes a large proportion of Philip's time, but when he is not in the air he still finds the opportunity to involve himself with Cheyne Motors, the BMW Agency he started with a partner in 1970 and which is now the main agency for BMW motor cars in West London.

#### Pilot NIGEL LAMB

Nigel Lamb was born and grew up in Zimbabwe, then Rhodesia, and came to the Marlboro Aerobatic Team straight from a career in the Rhodesian Air Force. His interest in flying was stimulated by his father who was an RAF fighter pilot during World War II before becoming a farmer in Rhodesia. From early childhood Nigel's ambition was to join the Rhodesian Air Force, and in 1975 he succeeded.

His pilot training was carried out on the Piston Provost and the Vampire, and even this stage of his career was not without excitement. He was lucky enough to survive a Vampire forced landing in the dense Rhodesian bush, when he had an engine failure. In 1976 Nigel was commissioned and was awarded the Sword of Honour as the most outstanding student of his year.

He chose to fly helicopters, and was posted to squadrons with Alouettes and Bell 205's. During the next 2½ years he logged more than 1500 operational hours, flying counter-insurgency operations and participating in raids on the enemy's home bases.

After this tour Nigel qualified as an instructor and for two years flew the Siai Marchetti SF260 aircraft, training student air force pilots.

Throughout his career Nigel has taken every opportunity to fly aerobatics, and at the end of the troubles in his own country he felt able to realise a long

standing ambition — to join a professional aerobatic team.

When not in the air practising, Nigel is trying to see as much of the United Kingdom as possible. He thinks we have a beautiful country, but misses the African sun streaming through his window to wake him up in the morning!

#### Pilot PHIL SYMMANS

23 year-old ex-fighter pilot Phil Symmans comes to the Marlboro Aerobatic Team direct from the Royal New Zealand Air Force and their formation aerobatic team.

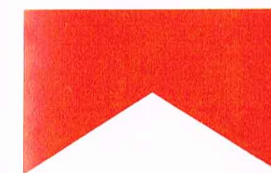
Like so many successful young pilots Phil started his flying at an early age by 'scrounging' rides — initially by riding behind the pilot in cropspraying aircraft on his family's farm and then by taking odd jobs to earn enough money to take flying lessons at the local airport. Although you are not able to drive a car until you are 15 in New Zealand, Phil began taking flying lessons at 14 and on his sixteenth birthday proudly took to the air by himself!

In 1976 Phil accompanied his one ambition in life — to join the Royal New Zealand Air Force. He was fortunate to be on the last flying course to be trained on the famous ex second World War 'Harvard Trainer' — a large single engined aircraft which is a handful for experienced pilots — let alone the 'rookies'. He continued his advanced training on the 'Strikemaster Jet' and was posted to fly that aircraft operationally before being selected to fly in the RNZAF Aerobatic Team as their youngest ever formation display pilot — nineteen.

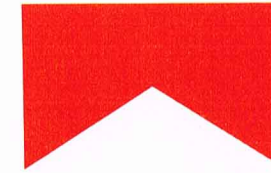
In 1979 Phil was transferred to No 75 squadron RNZAF to fly the McDonnell Douglas A4 'Skyhawk Fighter', and during three years flying this exciting aircraft he deployed to Australia, Indonesia, Singapore, Malaysia and the Philippines to operate with and in mock battles against their fighters.

However Phil missed the world of formation aerobatics and display flying and felt that the next step in his successful career was to apply to join Europe's only civilian Team — the Marlboro Aerobatic Team.

When not practising for shows Phil likes to ride motocross in competition and snow and water ski. He also lists himself as a long distance runner, but we have yet to see evidence of it!



# Marlboro on Two Wheels



by Ian Norris

In 1974, the world of motorcycle racing was shocked to hear the news that after secret negotiations carried out in a style that would not have been out of place in a spy story, Giacomo Agostini — the one and only 'Ago' — had agreed to leave the MV Agusta team to ride for Yamaha. The world's press couldn't wait to see how the Italian superstar, whose name had become so closely linked with the deep-throated MV four-strokes, would get on with a Japanese two-stroke. The first race for Ago and his new team was the Daytona 200, and when he and mechanic Nobby Clark rolled out the Yamaha 750 for photographers before the race, the pictures showed up in papers from Aberdeen to Adelaide. They showed Ago in his brand-new leathers, with 'Yamaha' across the chest and the green, red, and white stripes of the Italian flag down the sleeves. On the left shoulder there was a sign which as almost as new to the motorcycling scene as Ago on a Yamaha — the familiar red and white Marlboro trademark, showing the support of the world's No. 1 selling cigarette for the world's No. 1 rider.

Ever since the early seventies, Marlboro had been a part of the motorcycle racing scene and they still are, and encouraging riders from World Champions to club competitors and sponsoring races that have thrilled countless thousands of fans.

For Giacomo Agostini, Marlboro, and Yamaha, that first race at Daytona was a fairy-tale kick-off to their association, with Ago winning in a style that showed that two-stroke or four-stroke, he was the tops. In 1975 he won his eighth 500 cc world title and Yamaha's first, but in 1978 he left bike racing to try his hand on four wheels. Now he is back again, as a team manager this time, and again Marlboro are happy to be associated with Team Marlboro Agostini. Just to get the association off on the right footing, their first race of the year was Daytona and, as everybody knows, Graeme Crosby, the team's number one rider, won on his Yamaha. What price 'Crozz' for world champion next year?

In the years since it started to support motorcycle racing Marlboro has had some of the world's finest riders in its Marlboro World Championship team. Marco Lucchinelli, the reigning World Champion and one of the most cheerful and confident riders on the scene, is a star who carries the Marlboro badge on his leathers.

Graeme Crosby is one of the newest recruits to the team, joining it with the formation of Marlboro Team Agostini at the beginning of the year. The sight of Ago at a few Grands Prix in the middle of last season set light to the rumours about his return as a team manager, and they were confirmed with the official announcement at the







beginning of this year. Yamaha showed their faith in the new team by supplying works machinery, and 'Croz', always a favourite with British fans, has provided some fine results in Marlboro Team Agostini's first half-season.

Italy has always provided a strong contingent for the World Championship team, because of the enthusiasm of Italian fans, and this year is no exception. The man who looks set to snatch Marco Lucchinelli's title, Franco Uncini, is another Marlboro man, as is Angel Nieto's Garelli team-mate Eugenio Lazzarini. Former World 125 champion Pier Paolo Bianchi is another member, and representing the up and coming men are Leandro Beccheroni, who won the 500 cc class in last year's European Championship, and Loris Reggiani, Franco Uncini's number two in the super-successful Italian Suzuki team managed by Roberto Gallina.

In Britain, Marlboro has specialised in bringing excitement to the fans by sponsoring some of our top races. Since 1978, the brand has supported the ever-popular Transatlantic Trophy, the Race of the Year, and the most important international event on the British calendar, the British Grand Prix.

By sponsoring such big events, Marlboro is looking after the interests of the spectator, helping organisers to provide top-class racing with a full complement of star riders — but without the amateur riders, there would be no stars tomorrow, so Marlboro also encourages club riders by sponsoring, along with Dunlop, and the Daily Express, the ACU Clubman's Championship. Rounds of the championship are run at many of Britain's thriving club circuits as well as international circuits such as Silverstone. In the four years of its existence, this series has earned a reputation for close, exciting

racing which has honed the skills of young up and coming riders. To give the maximum opportunity to competitors, there are classes for all sizes of racing and production machinery and sidecars, and George Mackin, Marlboro's Sales Director and a genuine motorcycle racing enthusiast, is particularly pleased with Marlboro's involvement with real grass-roots racing.

The goal of every amateur rider starting at the foot of the ladder is to compete in Grands Prix, and today's Marlboro British Grand Prix is sure to give young riders something to aim for and spectators something to get excited over. All the Grand Prix stars will be here, and factories from Europe and Japan have prepared their best machinery for the battle. Angel Nieto seems to have the 125 class sewn up, and the Swiss team of Biland and Waltisperg have a good lead in the sidecars, but all the other classes are wide open and the world titles are far from settled. The racing is sure to be exciting, there are chances for a win by a British rider or machine in at least four classes and the atmosphere will be as electric as it always is here at Silverstone — Marlboro are proud and happy to be a part of the sport that brings us all together.

The Marlboro British Grand Prix has provided fantastic racing here at Silverstone. Who can forget the rain storm in 1978 when excellent pit work by his mechanics won the race for Kenny Roberts, or the titanic duel between Roberts and Sheene in 1979 when Sheene gave Roberts the V-sign — and Roberts got his own back by winning, or the way Roberts and Mamola fought it out last year, only to have Jack Middleburg sneak past on the last corner? With a pedigree like that, we can expect another thriller today.

# The return of the champion

*Leslie Nichol talks to Giacomo Agostini*

For Giacomo Agostini, it's a bit like a General being called back to rejoin his troops. A return to the motorcycle speed ring, where he won 15 World Championships and 10 Isle of Man T.T.'s, backed by the power of the superbly created 350 and 500 Italian M.V. Agustas.

Now it is Team Manager Agostini, the busy back-room expert, guiding the progress of his newly-formed 'Marlboro Team Agostini,' with Yamaha-powered riders, 27-year-old New Zealander Graeme Crosby and the 28-year-old Italian Graziano Rossi.

Agostini, the handsome Italian, whose flashing smile still captivates the girls, is as excited about his new role as any rider about to make his first bid on a works-supported mount.

It was like that when we sat discussing the past the future before the start of the 52-lap Daytona 200 in America. It was, indeed, all so 'Fantastic' for 'Ago'.

Then, he confessed: 'Maybe I think I get up very early and go to the beach for exercise. But, it is no good. I cannot be away from the pits, the riders, mechanics, bikes — it's so fantastic to be back again among the two-wheeled racing.'

And 'fantastic' it proved to be. For the tough and determined Crosby cracked the full works teams with a sensational victory. Astride a 750 Yamaha — and racing for the first time in the colours of 'Marlboro Team Agostini' — he lifted the five-year-old race record from 108.85 miles an hour to a new 109.13 miles an hour.

Behind him came the new American world title hope, Freddie Spencer, on a V-4 Honda and then the Venezuelan-born Robert Pietri, riding an F1 Honda.

'It's fantastic,' exclaimed a proud Agostini at the end. It was the same when I met Giacomo again, at last month's Belgian Grand Prix. True, the position was completely reversed.

'Fast Freddie' Spencer, 20, celebrated his first 500 grand prix win with a record lap, giving Honda their first grand prix win with a record lap, giving Honda their first grand prix success in 15 years. Crosby, celebrating his 27th birthday, went out, after leading, on lap 14 with a broken crankshaft.

But, as Agostini put it: 'We are improving and learning more all the time. Soon I hope Graeme will be able to get the new V-4 Yamaha. Like Graziano, he is a very determined rider.'

For Agostini, who finished bike racing around 1977 and left car racing in 1980, the return to bikes is now the supreme challenge.

I once described him as an outstanding diplomat for his country. If there are troubles, he seldom shows they are around. Right back



to the mid-'Sixties, when I wrote interview-stories with him on the Isle of Man, he always looked for the best in people.

For me, it still shows. He has the same sort of love for motorcycle racing, and its supporters, which the great Mike Hailwood had. The pair once formed a devastating combination for M.V. Agusta.

Giacomo runs his new squad along with his brother Felice. Their elaborate motorhome is a place of welcome and unlimited hospitality. As he pours us glasses of wine (Italian, as always!) Ago confesses:

'Always before racing I am now nervous. I wake up in the morning and I look at the rain. I think about the start, but for me there is now no start. But I feel I am on the grid. I miss the action.'

He pauses to cut me a sandwich, shrugging and explaining: 'When the mechanics are busy, I help with anything I can. It's good we are all together, a family. We have plenty of spaghetti!'

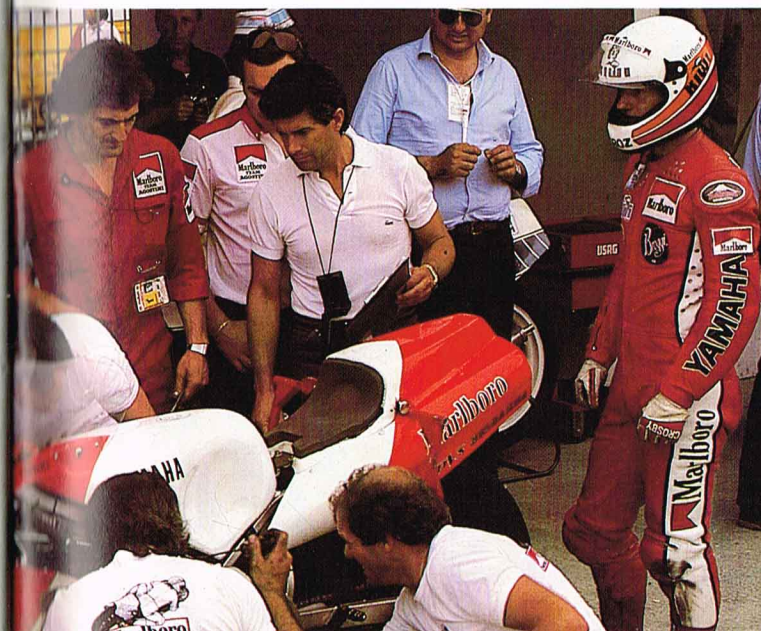
The former world-beater continues: 'I like the car racing, it was the pleasure I found with it. A challenge I had to try. Now I am back among old friends.'

He has five mechanics and travels the grand prix circus mostly by private plane. 'I don't fly it myself. We travel many miles. I do not want to be a pilot, not up there!'

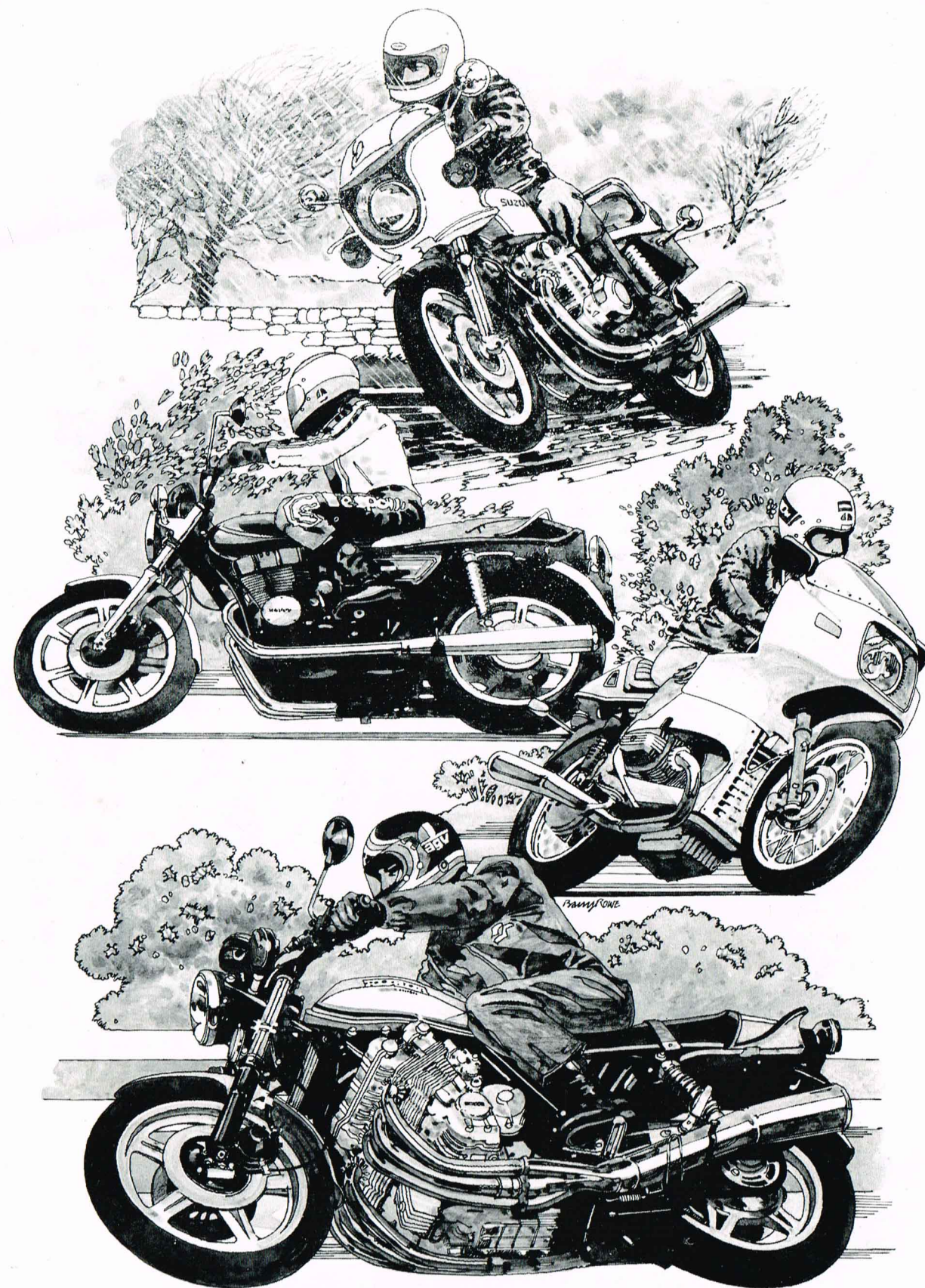
Before we part I tell him that I notice there are still many beautiful girls around, as there always has been. Some just looking, some swooning, others waiting for that breath-taking autograph.

Out comes that knock-you-over smile again. The 'wanted' batchelor sums-up: 'Yes, Leslie, I like the girls. Not just one . . . because they are all so different. Please, you must not think I am, what do you say, bad. Just good fun, yes?'

I cannot see any girl stepping between Ago and his present world of challenge. After all, his No 1 colour is once again Red. Bit like those famous Agusta 'Fire Engines.'







# The pad for all seasons.

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## The Sidecars

by John Brown



The start last year

'Silverstone will be my hardest race of the season' declared defending sidecar world champion, Rolf Biland, who has brushed the opposition aside in contemptuous style in the three rounds held so far this season.

It may seem surprising that the Swiss driver who cakewalked the Austrian GP at Salzburgring, had the audacity to stop on the last corner of the Dutch TT at Assen and push his outfit over the line while pointing at the number one plate and the cheek to make a not really necessary pit stop during the Belgian GP at Francorchamps, should have any worry about the opposition for the Silverstone encounter.

The reason is that the man who undoubtedly leads the world in sidecar design appreciates that the potential speed margin between all the top grand prix contenders is small and at Silverstone speed is a key factor for success.

'There are lots of riders with similar Yamaha engines who can match the speed of my machine,' said Biland. 'I need corners to gain the best advantage with my LCR outfit, perhaps they should put the motor race chicane at Woodcote for me.'

There are other drivers with similar LCR — Louis Christian Racing — outfits but none have perfected the riding technique to the extent Rolf and passenger Kurt Waltisberg have done.

The driver Rolf fears the most as the one to end his 1982 100 per cent record is Scotland's Jock Taylor who again has Swede Benga Johansson in the chair of his Fowlers of Bristol entered outfit.

So far things have been lean for the pair who brought the sidecar crown to Britain in 1980 but there are genuine reasons for the apparent lack of form.

In Austria, Jock was racing his last year's Windle outfit of more standard specifications and that proved completely uncompetitive against the latest LCRs, nicknamed worms because of their striking long length and handling characteristics.

The best he could manage there was fourth place behind Biland, Frenchman Alain Michel and West German Werner Schwarzel, who seems to have found a new lease of life thanks to his new style outfit.

Taylor wheeled out his new Windle for the first time at world championship level in Holland and the best he could manage was sixth place on the wet Assen track.

In the third round Belgian GP, Taylor was obviously getting the hang of the new outfit that at one time he thought he would never master.

A third place put the British driver back in the world championship hunt and it could well be at Silverstone that he gets back into his winning ways.

'Jock certainly will come good again and he certainly should not be written off,' said Biland. 'He has to get used to the new outfit, the riding technique is so different. He has only raced the outfit three times and I am certain that once he raced it a little more, he will win races again.'

Dennis Trollope, the man who runs the Fowlers of Bristol race effort, is also confident that his rider will soon be back as a world championship challenger.

'It must be remembered that Biland has a four year advantage over us when it comes to the type of outfits being raced,' he said.

'And it wasn't until after the TT that Jock started to race the new 'worm' Windle.'

Dennis went on to explain why Jock is a late starter with the new outfit.

'One of our big aims for the year was to win the TT, so until that was over, development on the new outfit was held up,' he said.

'We had to run the old machines in the Island because there would

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Benga Johansson in action

have been no chance to win something that rider and passenger were not used to.'

The plan worked because although Jock missed out on a first leg victory, after clouting the bank when he momentarily lost concentration by looking down at the temperature gauge, he did win the second and broke the lap record in the process.

'So we did miss out on overall victory but I think we proved our point,' added Dennis.

Once the TT was over, it was back to the new outfit in earnest. Dennis was so determined that Jock would not creep back to the safety of the old outfit that he put it up for sale immediately after the second TT race.

'I didn't touch it after the race, it went complete with flies on the fairs,' said Dennis.

The man who bought the outfit was former British champion, Dick Greasley, who will campaign it for the first time in a world championship event this weekend at Silverstone.

'I also sold the outfit with the 700 cc engine because I wanted Jock to race the new outfit with a 500 cc engine which is the grand prix

capacity limit of course, even at home meetings,' said Trollope.

The first time that Jock brought the new Windle to the line was at Donington Park for the pre-Dutch TT international.

There were no earth shattering results or a fairy tale debut but Jock and Benga finished ninth first time out and third in the second sidecar race.

'A lot of people knocked Jock but I reckon that's good for a first race meeting on a completely new machine,' said Dennis.

'The people that criticise should think back to the time when Biland was lapped at Donington when he tried a new outfit and Rolf Steinhausen who suffered a similar fate.'

'Personally I was delighted with the way things turned out, and I'm over the moon with the performance from the new Windle.'

There has been a slight hiccup in the relationship between Dennis and Jock following an article about money that appeared in a national newspaper during the Dutch TT weekend in which the rider said he was in financial problems but all seems well again in time for the British GP.

'I have decided to assert my authority as team manager,' said

# Win with Canon at Silverstone

## EVENTS

March 7th  
BRDC Formula 3 Meeting  
March 20th/21st  
BRDC Marlboro Daily  
Express International  
Trophy  
March 28th  
BARC British Ford 2000  
Championship  
April 12th  
BRDC Lloyds & Scottish  
Trophy Meeting  
April 17th  
VSCC Vintage Car Races  
May 3rd  
BRDC Crompton Trophy  
Meeting  
May 15th/16th  
BRDC World Endurance  
6 hours  
May 31st  
BRDC Marlboro British  
Formula 3 Championship  
June 6th  
BRSCC British Ford 2000  
Championship  
June 12th/13th  
BRDC Marlboro European  
Formula 3 Trophy



## 1st prize:

A Canon A-1 Camera with f1.8/50mm lens and 2 Admission/Paddock tickets to all meetings in 1983 and a Formula Ford trial drive at Jim Russell Racing Drivers School.

## COMPETITION DETAILS

1. To enter the competition, simply fill in the entry form here and send with your action photograph. Each entry must be accompanied by the entry form.
2. Entries should be no larger than 10"x8" and can be either black and white or colour.
3. Entries will only be returned if accompanied by stamped addressed envelope.
4. Closing date for the competition is October 31st 1982.
5. Three judges will be appointed. Their decision will be final. No correspondence relating to the results will be entered into.
6. Entries will not be accepted from members of staff of either Silverstone Circuits Ltd, or Canon Cameras, competitors, teams or officials at meetings, or holders of press passes.
7. A full set of the rules governing this competition are available from Canon Cameras or from Silverstone Circuits Ltd.



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## 2nd prize:

A Canon AE-1 Camera with f1.8/50mm lens and case and 2 Admission/Paddock tickets to two Grand Prix in 1983.

## 3rd prize:

A Canon AV-1 Camera with f1.8/50mm lens and case and 2 Admission/Paddock tickets to the Motor Cycle Grand Prix in 1983.



## ENTRY FORM

Please submit this entry form with your action photography and send it to Canon/Silverstone Competition, Canon (UK) Ltd., Camera Division, Brent Trading Centre, North Circular Road, Neasden, NW10 0JF.

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ADDRESS \_\_\_\_\_

Date photograph taken \_\_\_\_\_

I agree to abide by the rules of the competition.

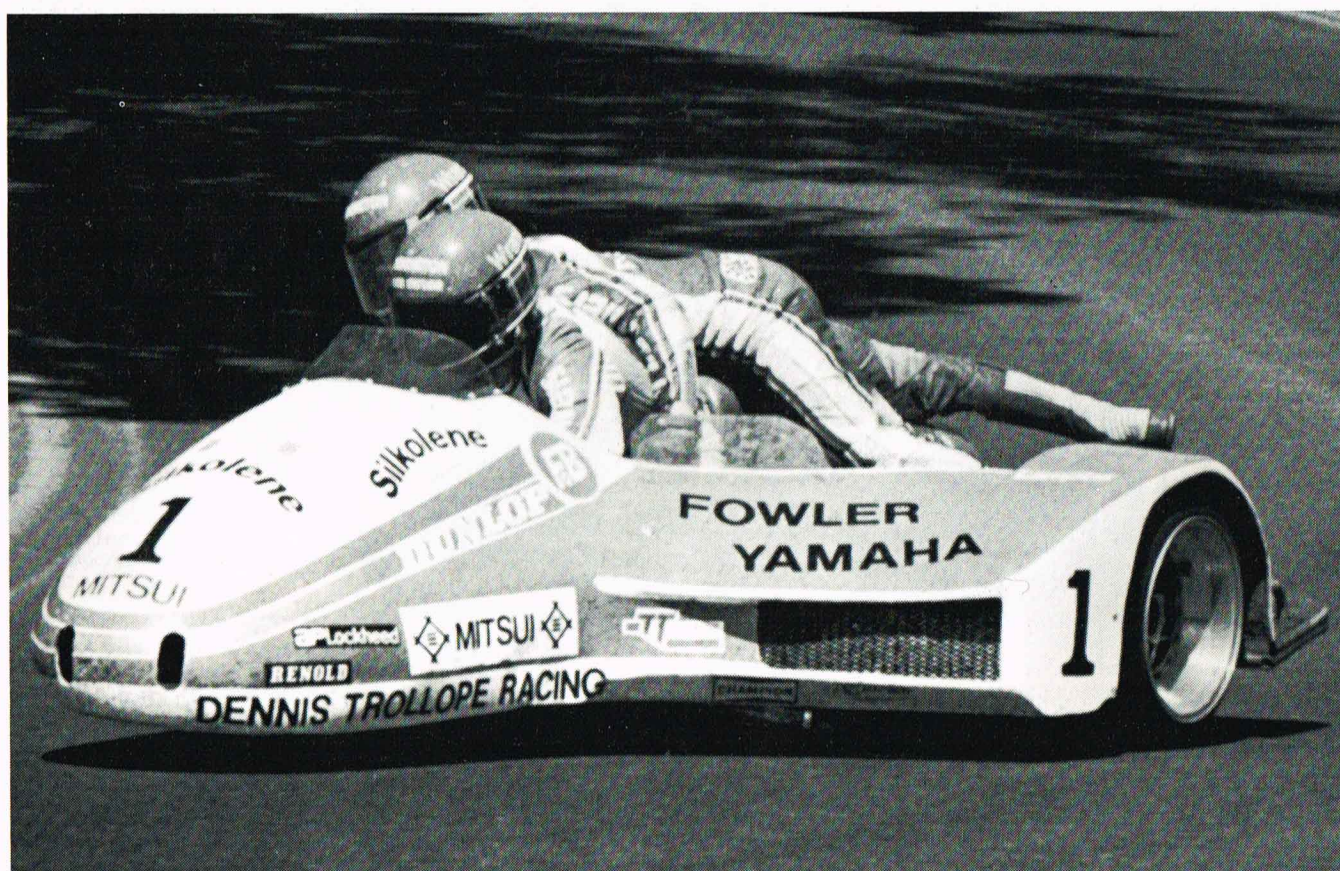
Signature \_\_\_\_\_ Date \_\_\_\_\_



Biland and Waltisperg last year



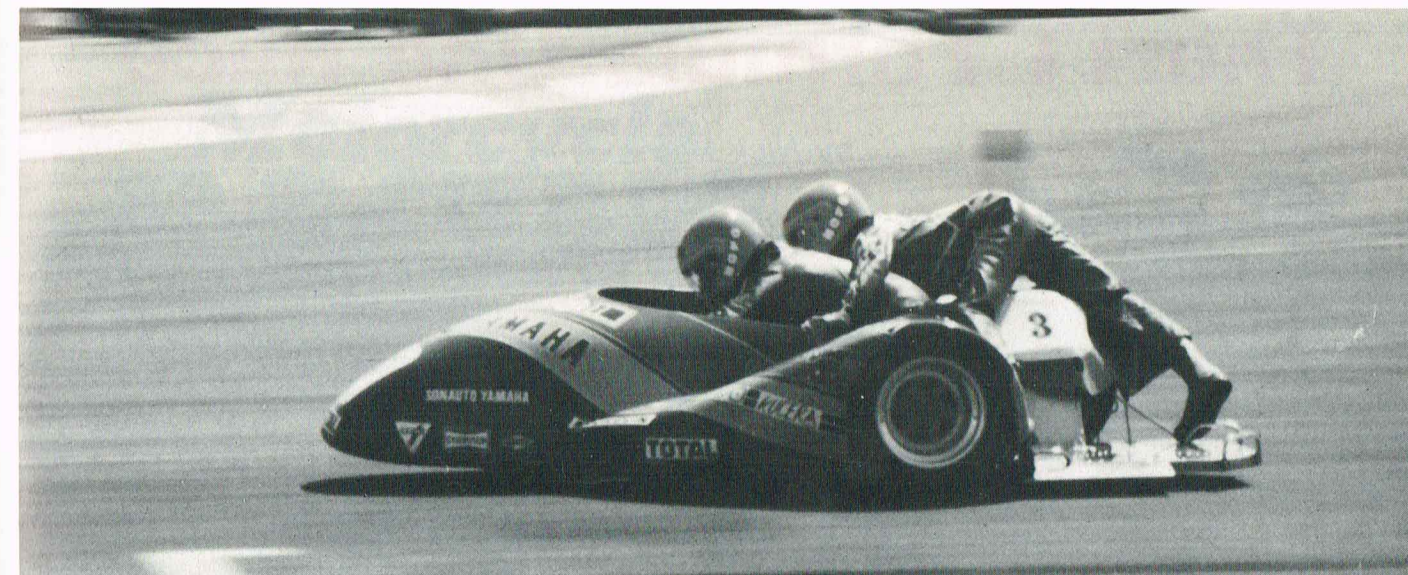
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Trollope. 'When it came to looking for sponsors Jock did do it wrong and any negotiations concerning this in the future will go through the Fowlers team.'

Suggestions that a new rider was being sought are brushed aside by Dennis.

'Jock is the only man to drive the new outfit,' he declared. 'I am not interested in making team changes I want to win back the world championship.'

Trollope is unable to give an accurate figure on the cost of the new outfit that Jock is riding.

'It costs a lot that's all I know,' he said. 'Terry Windle worked on it for nine months for a start so what value can we put on this amount of work. Already I have paid in excess of £7,000 on parts and then Lockheed and Dunlop have worked on it and God knows what their bills will be.'

Silkolene Oils have been involved and the engine has come from Mitsui so it will not be until the end of the season that Fowlers will be able to tot up the exact amount it has cost them to go for the sidecar title.

'All I know at the moment is that I am very pleased with the way things are going. If Jock had been in the position Biland was back in 1978 when he was virtually racing a car with a rear engine, I am confident he would be the one miles out in front.'

Really, to get Jock on level terms for the British GP, we have got to do four years work in about six weeks.

'Anyway, I am sure that Jock will give everyone a run for their money at Silverstone, and in the remaining five world championship rounds that follow.'

Asked to stick his neck out and predict a winner for the Silverstone confrontation, Dennis admits that he has to go for Biland.

'He certainly has got the advantage over the rest of us at the moment,' he said. 'After that it will be Jock who might even crack it and Derek Jones. In fact Derek, who has won at Silverstone before, could be the surprise packet. He has been riding well this year but has had some rotten luck. When this changes, he certainly is going to be a winner, providing Jock lets him of course. Because they are British Jock and Derek would both love to win at Silverstone and because we are British we shall be out to do our very best.'

Biland, whose immaculate new outfit weighs just 185 kilos (407 lbs) also rates Jones and passenger Brian Ayres as a threat.

'As I said, speed is a top priority at Silverstone and Derek has been spending a lot of time working on special aerodynamics projects. I am sure his engine is as quick as mine so he could just grab the advantage.'

Another pair who are capable of stealing the British GP glory are Frenchman Alain Michel and passenger Michael Burkhard.

So near being the first Frenchmen to win the title in the 34 year history of the world championships in the past they have again struck top form this year with second places in Austria and Holland to underline their challenge.

And they were lying second to Biland again in Belgium until their Yamaha engine seized before the halfway stage and from a possible

second place in the championship they have dropped to third, four points behind Schwarzel who has two thirds and fourth to his credit and holds second spot in the championship.

Taylor is one point behind Michel and then comes Dutchmen Egbert Streuer and Bernard Schnieders who came through to second place in Belgium after Michel dropped out.

British newcomers to the world championships this year are impressive Steve Abbott and Shaun Smith.

They failed to get a start in the Dutch TT but were accepted for the Belgian where on the fast Francorchamps circuit they proved their worth with fifth place.

Clear winners of the recent European championship round at Donington Park, the Windle Yamaha riding pair must go down as the best British newcomers for 1982.

Watch too Mick Boddice who had to miss the Belgian round after a practice crash at Assen that resulted in he and passenger Chas Birks needing hospital treatment and the Bingham, Dennis and passenger wife Julia, who scored points in Holland and Belgium with their very standard Padgett backed Yamaha.

On the cards is a wonderful scrap between Biland, Taylor and Michel but watch out for aerodynamic Jones, who not so long ago spent eight days at London's Imperial College putting no less than 320 fairing variations through the wind tunnel.

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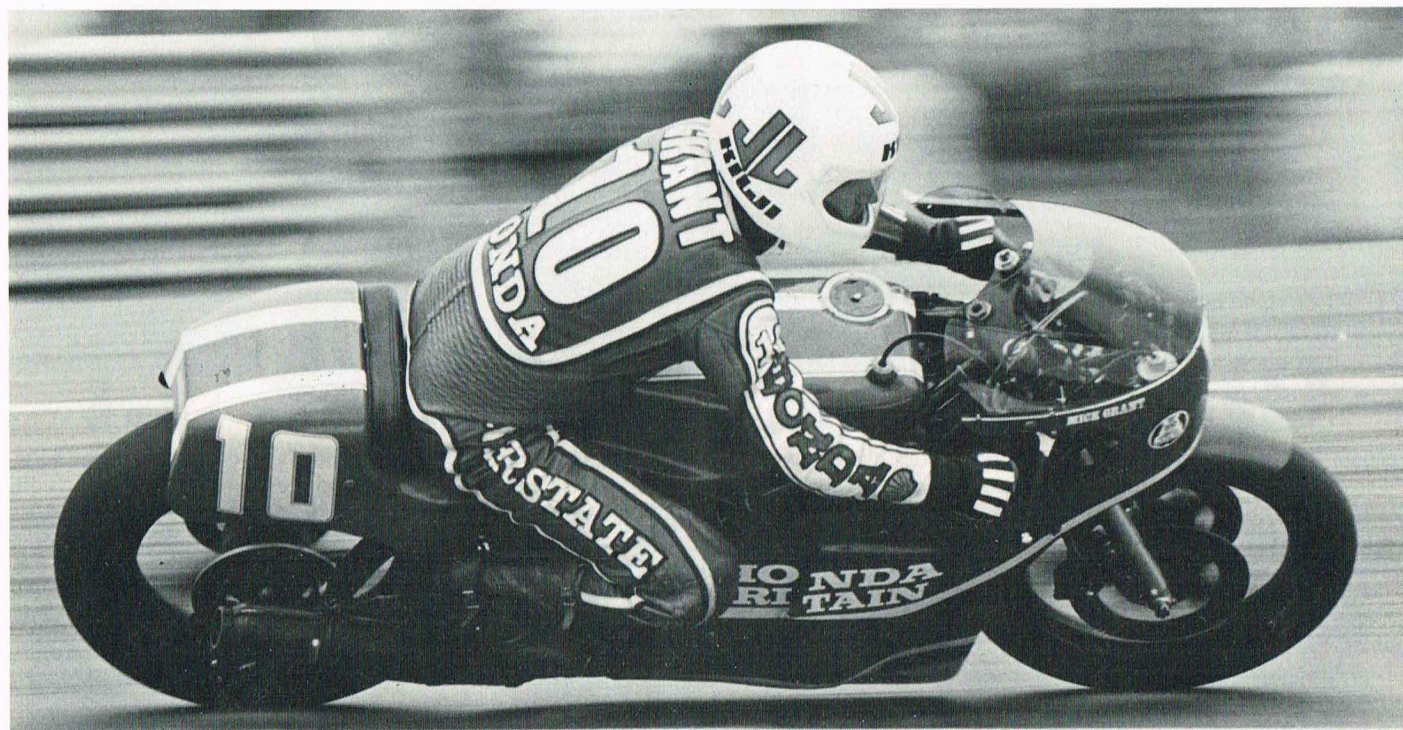
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# The TT Formula One Race

by Nick Harris



Mick Grant

Despite all the money, know how and considerable development thrown into the ring by the work Honda and Suzuki teams it's a privateer who heads the British TT Formula One championship at Silverstone at the fourth round at Silverstone today.

New Zealander Dave Hiscock, following in the footsteps of fellow Kiwi Graeme Crosby leads the championship by a mere two points from Suzuki works man Roger Marshall and this in only his second season of racing in Europe.

Although his machine may not be a fully fledged works member it is questionably the most interesting machine, from a technical point of view to appear in the five year history of the Formula One class.

It uses an alloy monocoque frame built round a Suzuki four-stroke engine. The frame has been built by racing car constructor Steve Roberts an exiled Englishman living in New Zealand.

And it's that frame that has brought Hiscock one second and two third races in the championship this year.

'I'm sponsored by former Junior TT winner Rod Coleman and many people think I've got a factory engine,' said Dave. 'but that is not the case and it's nothing like as quick as the works Hondas or

Suzukis but I score because it handles so much better than either of them.'

Never was this claim more clearly illustrated by the Flying Kiwi than at the TT this year where he finished third behind the works Hondas of Haslam and Dunlop in a magnificent ride in only his second TT appearance.

Hiscock travels to Northern Ireland in three weeks time to compete in the final round of the World TT Formula One championship and he still has a chance of ultimate success because he lies in second place only superceded by Dunlop on the works Honda and so what better way to launch himself towards both World and British championship crowns by winning the race this afternoon without a doubt in front of the biggest audience he has ever had the chance to display his considerable talents. Just before going to press Hiscock heard from Suzuki that they are willing to back his efforts to the hilt and will supply him with a new front end and all spares.

Working flat out to stop him achieving this aim will be the ever popular Marshall relishing his first season of riding works machinery. The former British champion was so fed up half way through last

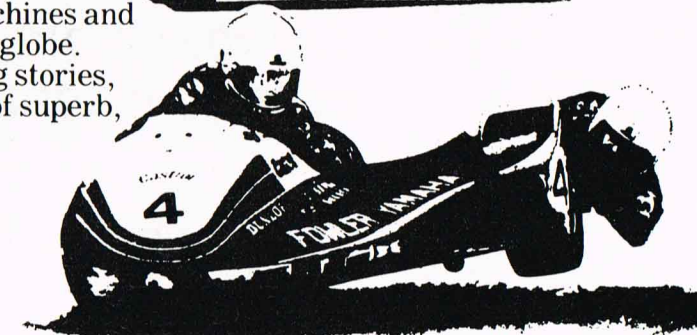
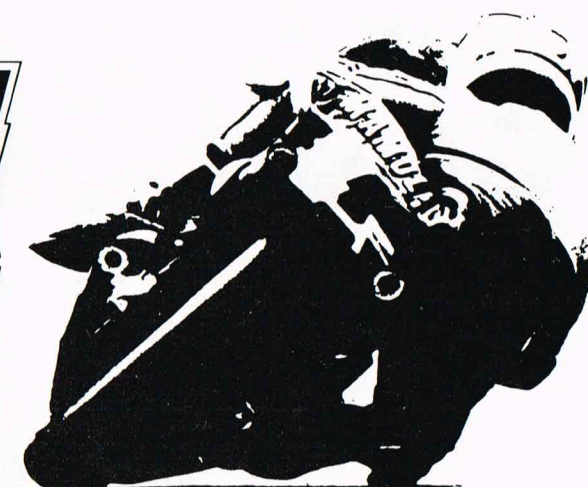
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The first correct entry drawn after 4 pm wins all the prizes listed above. The winner will be announced publicly. This competition is not open to employees of Silverstone Circuits Ltd, or ACU, nor to officials, press or competitors or their teams at this meeting.

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season he was on the verge of quitting but Suzuki came along to give the Grimsby based rider his big chance. He was so keen to succeed he even gave up drinking alcohol for six long months. 'I'd never been paid to race before and I was determined to do everything I could to make it work, so I vowed to my wife Jane the only alcohol I would touch during the year would be the winner's champagne,' he said.

He did not have to wait long for his first sip of the bubbly winning the first round of the Formula One championship in front of his enthusiastic home fans at Cadwell Park. He followed this up with another win two weeks later at Donington but was ruled out of the TT results with mechanical problems. He won the hearts of millions of television viewers this Easter finishing Britain's second highest scorer in the Transatlantic Trophy races and was the only man to beat the flying Barry Sheene during the six race series.

He is joined in the powerful Suzuki team by the evergreen Mick Grant who won the championship for Honda in 1980 and was rewarded for his efforts by getting the sack. Last year he displayed some typical Yorkshire grit by bouncing back into the limelight on his private Harris framed Yoshimura Suzuki but at the beginning of this season became a fully fledged member of the works team and is still capable of beating the best on his day.

The Suzuki team is completed by the inclusion of young Londoner Mark Boughton who impressed everybody last season by winning the Marlboro Yamaha Express 1000 cc Clubmans championship on his Kawasaki.

Meeting the Suzuki challenge head on, as they have done for the last five years will be the mighty Honda outfit spearheaded by Rocket Ron Haslam who will have already ridden the NR500 in the 500 race this afternoon. Without a doubt Ron is one of the most popular road racers in Britain and he achieved a life long ambition in June when he won the TT Formula One race in the Isle of Man.

The Langley Mill based rider won the championship for Honda in 1979 and this year has shown a level of real consistency to add to his considerable riding skills. So much so that Honda have entrusted him in giving the multi million pound NR500 some real chance of world championship success. He steps straight from that machine to the Formula One bike that has already given him much success and spectators much pleasure. Already Honda have invested some £300,000 in their British racing team and they are desperate for success at today's grand prix meeting.

Supporting Ron to the hilt will be Australian Wayne Gardner and Ulsterman Joey Dunlop. In many ways Gardner can claim to be the new star of British road racing and many people feel he could follow

in Graeme Crosby's footsteps by graduating to grand prix racing. He arrived in Britain only last year riding for the British based Moriwaki Kawasaki team, with Roger Marshall, and did enough in his first year to convince Honda that he was the man for them. Despite an offer from Suzuki Wayne chose Honda and has already shown that he has a great future in road racing albeit in Britain or on a wider plain. His recent victory in the Formula One world championship race at Vila Real in Portugal showed how adaptable he is to different circuits and situations. The only doubt about his appearance this afternoon is that Honda may require his undoubted talent to help them in the world endurance championship round at Suzuka in Japan.

Dunlop is better known for his exploits on that slowly dying breed of road circuits. He still holds the lap record at the TT but always finds it difficult to adjust to riding on man made purpose built circuits that are alien to his racing upbringing in Ulster. However two years ago he was drafted in to the Suzuki squad at the end of the season to help Crosby clinch his TT Formula One crown at Ulster. To help him adjust to the bike he rode at Silverstone and silenced his critics by finishing second although a repeat of that result this afternoon maybe hoping for just a little too much for the popular 30 year old Ulsterman.

In addition to Hiscock another real talent to emerge from both this year's British and world championship is north easterner Geoff Johnson. He first came to light last season when he won the Manx Grand Prix and since then has gone from strength to strength culminating fourth place in the TT Formula One race on the Oxford Farings Kawasaki. Impressed with his performance Oxford Fairings then gave him the Yoshimura Suzuki that Phil Read rode in the TT and he repaid their faith in his ability by finishing third in the world championship round at Vila Real.

So far Kawasaki have not entered the Formula One fray in strength but this year they gave two of their successful world endurance championship winning based engines to Londoners Gary Lingham and Jim Wells. Lingham, who made a successful debut in the British Transatlantic team this year fitted his engine into a Peckett and McNab frame under the guidance of Colin Aldridge. Wells is one of Britain's most experienced Formula One riders and is quite capable of getting among the works men if his Kawasaki's motor is on song.

Watch out also for the likes of the experienced Formula One campaigners Asa Moyce, Ron Storey, Kevin Wretton and John Hesselwood who make up the cast in a race that may be the only non world championship event on view this afternoon but nevertheless is guaranteed to provide as much close racing and excitement as its grand prix counterparts.



*Rocket Ron*



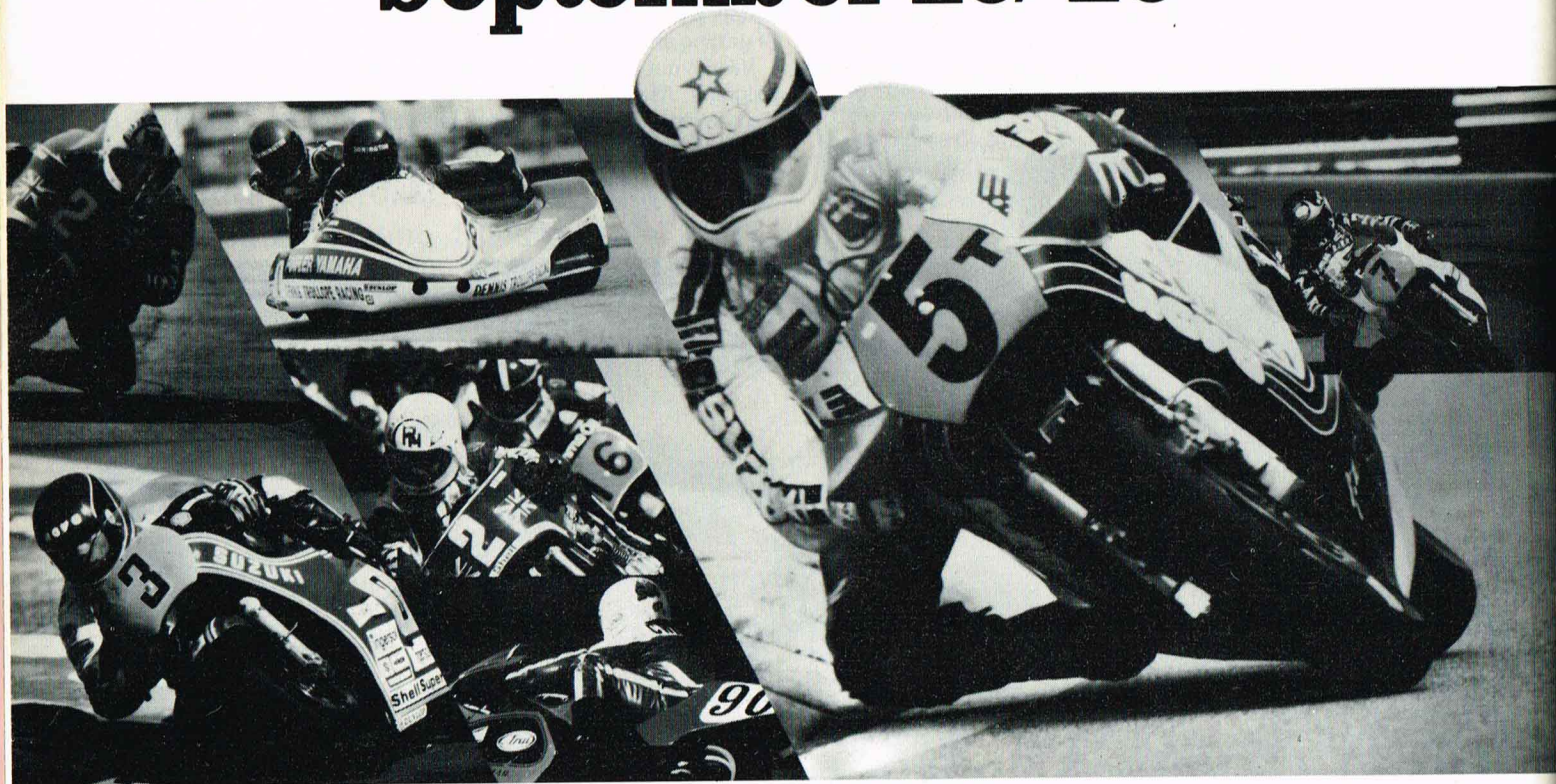
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# Silverstone

## September 25/26



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## NOTICES

### MOTOR RACING IS DANGEROUS

You are present at this Meeting entirely at your own risk and it is a condition of admission that all persons having any connection with the promotion and/or organisation and/or conduct of the Meeting, including the owners of the land and the drivers and owners of the vehicles and passengers in the vehicles, are absolved from all liability in respect of personal injury (whether fatal or otherwise) to you or damage to your property howsoever caused.

### PROGRAMME COPYRIGHT

All literary matter in the Programme, including the list of competitors and their racing numbers, is copyright, and any person found making illegal use thereof will be prosecuted.

Although every endeavour is made to avoid inaccuracies in the descriptions of competing machines, the Club accepts no responsibility for any that may occur.

The Club reserves the right to postpone, abandon, or cancel the Meeting or any part thereof.

### DOGS

It is a condition of admission to the Circuit and Car Parks that no dogs are allowed. Any person found to be in breach of this condition will be deemed a trespasser and will be required to leave.

### GRANDSTAND SEATS

Any unsold seats will be available from the Grandstand Ticket Offices behind the Pits Grandstand — for Pits and Woodcote Stand which cost £5.50 and at Stowe Corner — for the South Stand which cost £5.50. From the South Stand you can get an excellent view of over half the circuit.

### PADDOCK TRANSFERS

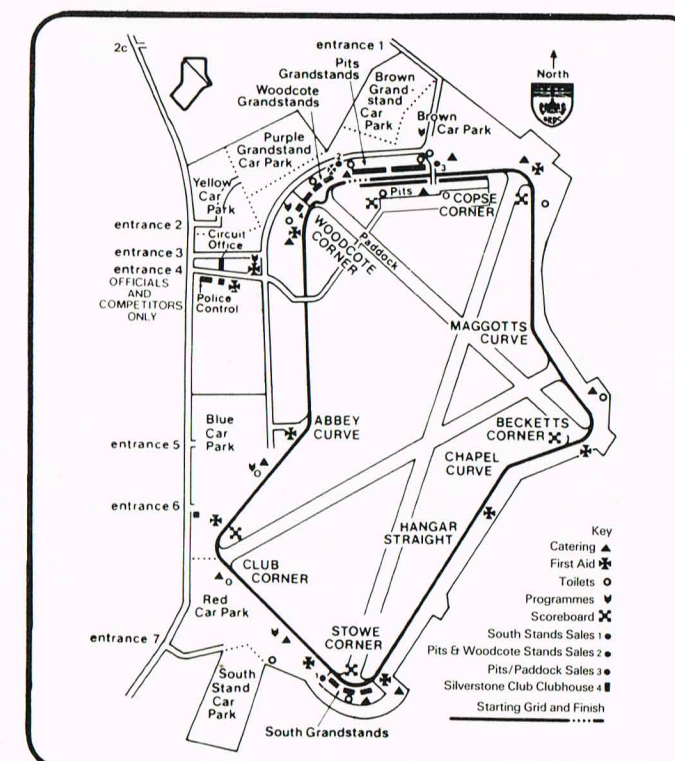
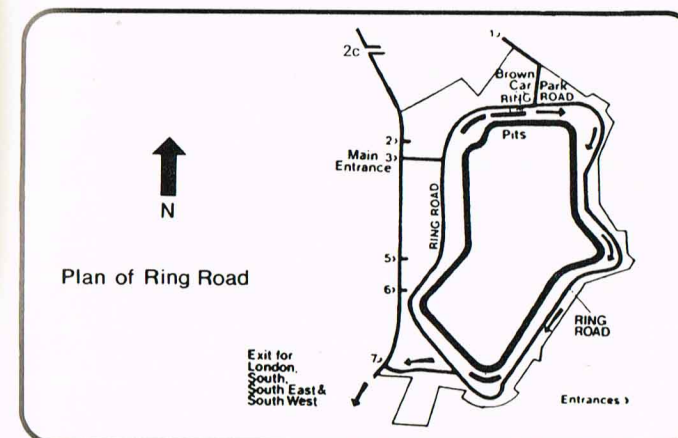
Paddock Transfers, costing £3.50 are on sale at the Paddock Ticket Office by the pedestrian bridge at the end of the Pits Grandstand. These tickets admit to the Paddock and Paddock Enclosures where you get a 'behind the scenes' view of the day's racing. They also admit to the Paddock Restaurant where you can buy hot meals and salads as well as snacks and drinks.

## Traffic Arrangements

### THE RING ROAD

The main object is to alleviate the congestion at the northern end of the circuit in Brown, Yellow and Purple car parks, by encouraging traffic in this area wishing to travel towards London, the South, South-East and South-West to leave by Gate No.7.

The road will be one way in a clockwise direction. There may however, be selected parts which are two way.

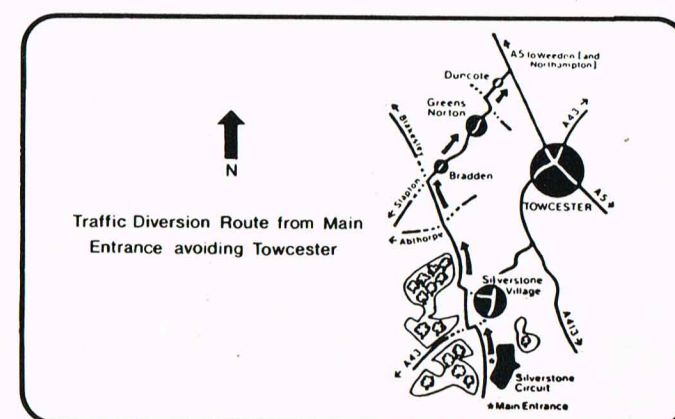


### THE MAIN ENTRANCE

The second important feature for outgoing traffic is the diversions for traffic leaving from the Main Entrance. It may entail travelling an extra few miles on your route home, but both we and the Police authorities believe it works effectively. The diversions will be signposted and we request that you follow them. Please do not stop to argue with the Police Officers on duty as this only causes further delays. Traffic may now turn left out of the main entrance from the left hand lanes.

Both the diversions and the ring road will be policed and marshalled, and we ask for your co-operation to make the arrangements work.

With such a vast number of cars delays are inevitable, but with your co-operation it can be made far easier and less frustrating for everybody.





# IMPORTANT NOTICES

### 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.

### Camping Site

Situated adjacent to the Blue Car Park.  
NO PUBLIC CAMPING FACILITIES WHATSOEVER ALLOWED INSIDE THE CIRCUIT PERIMETER FENCE.

### Midland Bank

There will be a branch of the Midland Bank in the Market Place behind the Pits Grandstand. The bank will be open at the following times: Friday 12.00-17.30; Saturday 10.00-17.30; Sunday 10.00-17.30.

### 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. 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 THERE FROM.

# AVIS IMPORTANTS

### Bureau des Objets Trouvés

Un Bureau des Objets Trouvés est situé dans le Poste de Police Mobile à l'Entrée Principale. Veuillez vous adresser à ce bureau pour toute demande concernant la disparition d'un enfant ou la perte d'un objet.

### Terrain de Camping

Adjacent au Parking Bleu.  
IL EST INTERDIT AU PUBLIC DE CAMPER A L'INTERIEUR DE L'ENCEINTE DU CIRCUIT.

### Midland Bank

Il y aura une agence de la Midland Bank sur la place du Marché, derrière les tribunes des stands de ravitaillement. La banque sera ouverte aux heures suivantes: Vendredi 12.00-17.30; Samedi 10.00-17.30; Dimanche 10.00-17.30.

### AVERTISSEMENT AU PUBLIC

IL EST DANGEREUX DE CONSTRUIRE OU D'ELEVER UNE ESTRADE POUR USAGE PERSONNEL A N'IMPORTE QUEL ENDROIT SITUE SUR LA PERIPHERIE DU CIRCUIT. IL EST DANGEREUX DE GRIMPER, DE SE TENIR DEBOUT OU DE S'ASSEOIR SUR LES SUPPORTS DE PANNEAUX PUBLICITAIRES PLACES AUTOUR DU CIRCUIT. TOUTE PERSONNE QUI N'OBSERVERA PAS CET AVERTISSEMENT SERA PRIEE DE QUITTER LES LIEUX ET EN AUCUN CAS NI LES PROMOTEURS ET ORGANISATEURS DE LA REUNION SPORTIVE NI LES PROPRIETAIRES ET OCCUPANTS DU TERRAIN NE SERONT RESPONSABLES DES DOMMAGES MATERIELS OU CORPORELS RESULTANT DU NON RESPECT DE CET AVERTISSEMENT.

# WICHTIGE MITTEILUNGEN

### Fundbüro

Das Fundbüro befindet sich an der Polizeistelle am Haupteingang. Alle Anfragen hinsichtlich abhandgekommener Kinder oder Gegenstände sind an dieses Büro zu richten.

### Campingplatz

Dieser liegt neben dem Blauen Parkplatz.  
ABSOLUT KEINE CAMPINGMÖGLICHKEITEN INNERHALB DER UMZÄUNUNG DES RENNSELÄNDES.

### Midland Bank

Eine Zweigstelle der Midland Bank befindet sich auf dem Markplatz hinter der Haupttribüne. Kassenzzeiten sind wie folgt: Freitag 12.00-17.30; Samstag 10.00-17.30; Sonntag 10.00-17.30.

### ÖFFENTLICHE WARNUNG

ES IST GEFÄHRLICH, EIN GERÜST FÜR PRIVATGEBRAUCH ENTLANG DER RENNSTRECKE AUFZUSTELLEN. ES IST GEFÄHRLICH, AUF DEN WERBEGESTELLEN ENTLANG DER RENNSTRECKE ZU KLETTERN, ZU STEHEN ODER ZU SITZEN. JEDER, DER DIESE WARNUNG NICHT BEACHTET, MUSS DAS RENNSELÄNDE VERLASSEN. IN DIESEM FALL WERDEN DIE VERANSTALTER UND ORGANISATOREN DES TREFFENS UND DIE INHABER ODER BESITZER DES GELÄNDES VON ALLER HINSICHTLICH MATERIALSCHADEN ODER PERSONENVERLETZUNG, ALS FOLGE DESSEN, BEFREIT.

# AVVERTENZE

### Ufficio Oggetti Smarriti

L'Ufficio Oggetti Smarriti è situato nella Stazione Mobile di Polizia. Ogni richiesta riguardante oggetti smarriti o bambini smarriti dovrà essere fatta presso questo ufficio.

### Zona Campeggio

La zona Campeggio è situata adiacente il Parcheggio Bleu.  
E' ASSOLUTAMENTE VIETATO CAMPEGGIARE ALL'INTERNO DEL RECINTO DEL CIRCUITO.

### Midland Bank

La Midland Bank aprirà un'Agenzia sul retro dei Pits Grandstand. L'agenzia rimarrà aperta con il seguente orario: Venerdì ore 12.00-17.30; Sabato ore 10.00-17.30; Domenica ore 10.00-17.30.

### AVVISO PUBBLICO

E' PERICOLOSO INSTALLARE OD EREGGERE UNO STAND PER USO PRIVATO IN QUALUNQUE PUNTO DEL CIRCUITO. E' PERICOLOSO ARRAMPICARSI, SEDERSI O RIMANERE IN PIEDI SULLE STRUTTURE PUBBLICITARIE INTORNO AL CIRCUITO. LA MANCATA OSSERVANZA DI QUESTO AVVISO SARA' RAGIONE DI ESPULSIONE DALLA ZONA DEL CIRCUITO ED, IN OGNI CASO, I PROMOTORI E ORGANIZZATORI DELLA GARA ED I PROPRIETARI O LOCATORI DEL TERRENO SI RITERRANNO ASSOLTI DA OGNI RESPONSABILITA' CON RISPETTO A QUALUNQUE DANNO A PROPRIETA' OD INGIURIE A PERSONE CAUSATE DA DETTA INOSSERVANZA.

# OTHER HAPPENINGS

### Rides Round the Circuit

Buses have been arranged to take spectators round the Silverstone Grand Prix Circuit, free of charge from four points: Copse Corner, Stowe Corner, Club Corner, between the Daily Express Bridge and Woodcote Corner. The Service will operate from 06.30 hrs on Sunday August 1st.

### Pit Lane Walk-about

Holders of Paddock Transfers will be admitted to the Pit Road on Sunday, August 1st between 09.00 hrs and 10.45 hrs to get a close-up view of the Grand Prix machines.

### Canon Grand Prix Rider of the Day

Canon — the official camera of the Grand Prix — are sponsoring the Canon Grand Prix Rider of the Day Award for the first time at the Marlboro British Grand Prix. The winner will be the Grand Prix rider whose performance in any of the five Grand Prix events today is judged by a panel to be the best. The prize will be a Canon AE1 Program Camera which will be awarded to the Canon Grand Prix Rider of the Day following the 125 cc Grand Prix. The Panel of Judges will include a leading road-racing journalist, a commentator and a representative of Canon (UK) Ltd and of Silverstone Circuits Ltd.

### Market Places

Don't forget to visit the Market Places which are primarily located alongside the Service Road behind the Pits, Grandstands and also in the Red Car Park at Stowe Corner.

In these areas you will find something of interest for all the family and the numerous trade displays range from Motor accessories, Leisure equipment, the Silverstone Shops, a very large range of personalised racing garments, as well as stands retailing books, magazines, souvenirs, accessories, etc.

### Catering

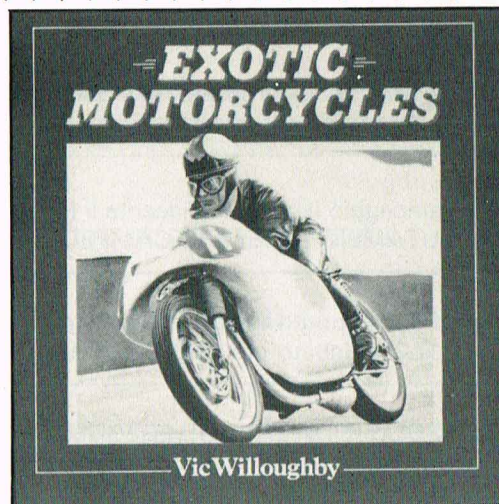
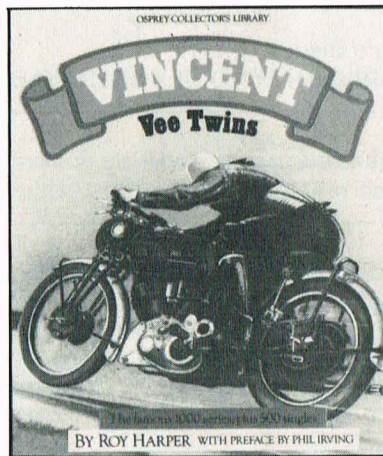
There will be a full public catering service. A special feature will be a continental flavour marquee situated at the pedestrian Bridge covering French, German and Italian foods and wine.

### Parade of Flags

There will be a parade of the flags of the nations represented in the Marlboro British Grand Prix at 11.15 hrs on Sunday, 1st August. The flags will be paraded on Yamaha motor cycles.



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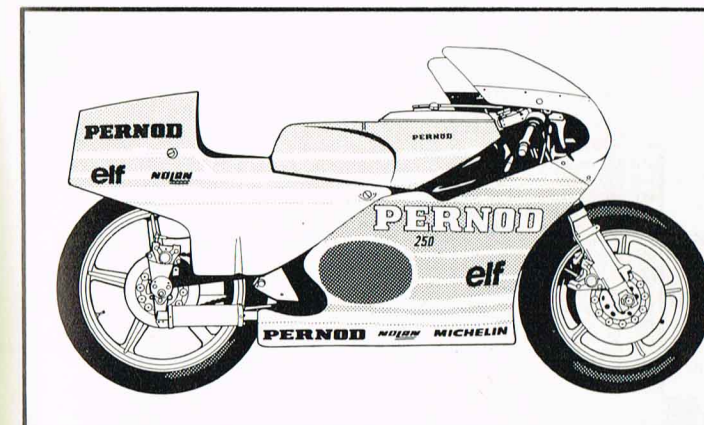
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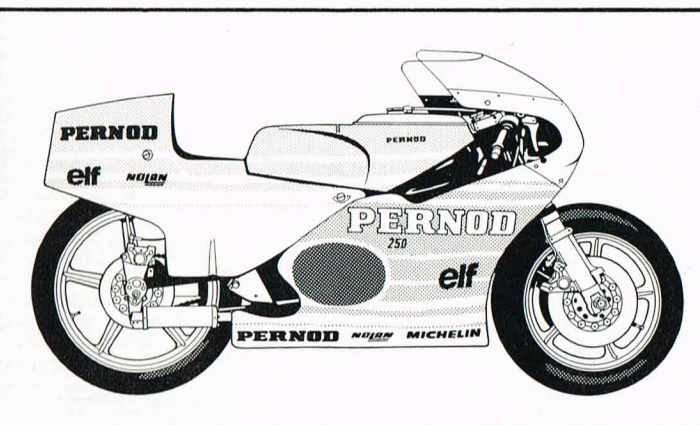
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3. Only official entry forms from this programme will be valid.
4. Employees and their families of J.R. Parkington & Co. Ltd., their subsidiaries, associates, and agents are not eligible for this competition.
5. The decision of the judges is final and no correspondence can be entered into.
6. No substitute prizes will be awarded.
7. Entries must be completed in ball point pen.

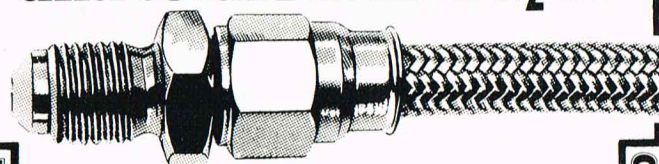
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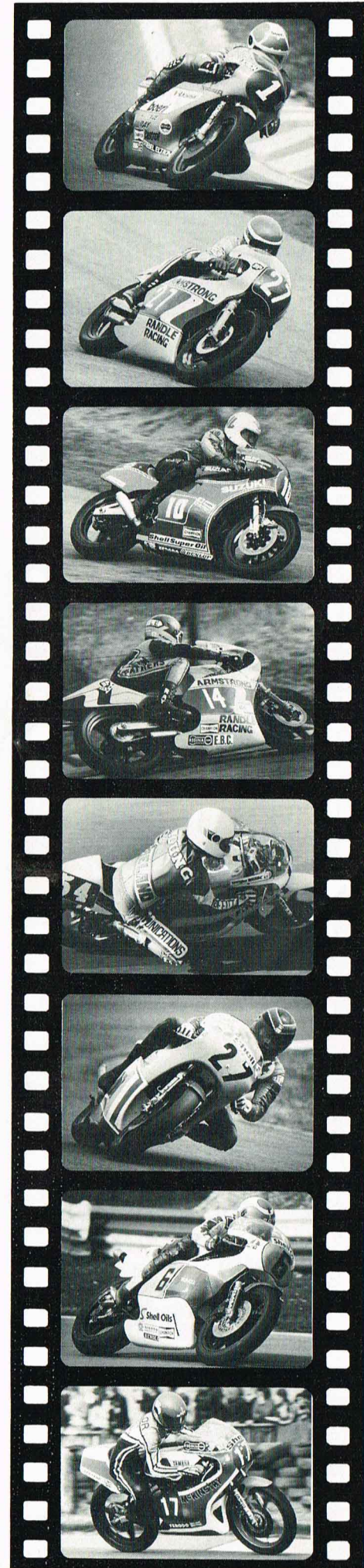
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