

# Shell Oils

## BRITISH MOTORCYCLE GRAND PRIX

*Britain's rounds of the F.I.M. World Championships*



# Silverstone

*Grand Prix Circuit*

**Saturday – Sunday, August 2-3, 1986**

Official Qualifying Friday, August 1



*Pictures: Ray Daniels*

**Official Programme £1.50**

FIM World  
Championship  
Rounds

Organised by  
Auto-Cycle Union

Supported by

**DAILY  
EXPRESS**





# We didn't compromise.



It would have been all too easy to breathe on our V-four engine, to revamp the cosmetics with racy lines, to conduct a quick weight saving exercise.

The result would have been another race replica.

The VFR750F offers immense power, light weight and phenomenal handling – but more than this, it has

been engineered to be comfortable, economical, smooth ... totally practical.

Where other machines make you pay for performance, the VFR750F does not.

You don't compromise your riding, so we didn't compromise our design.



Leading the world

VFR



# Shell Oils

## BRITISH MOTORCYCLE GRAND PRIX

*Britain's rounds of the F.I.M. World Championships*

Silverstone August 2nd/3rd 1986

### Contents

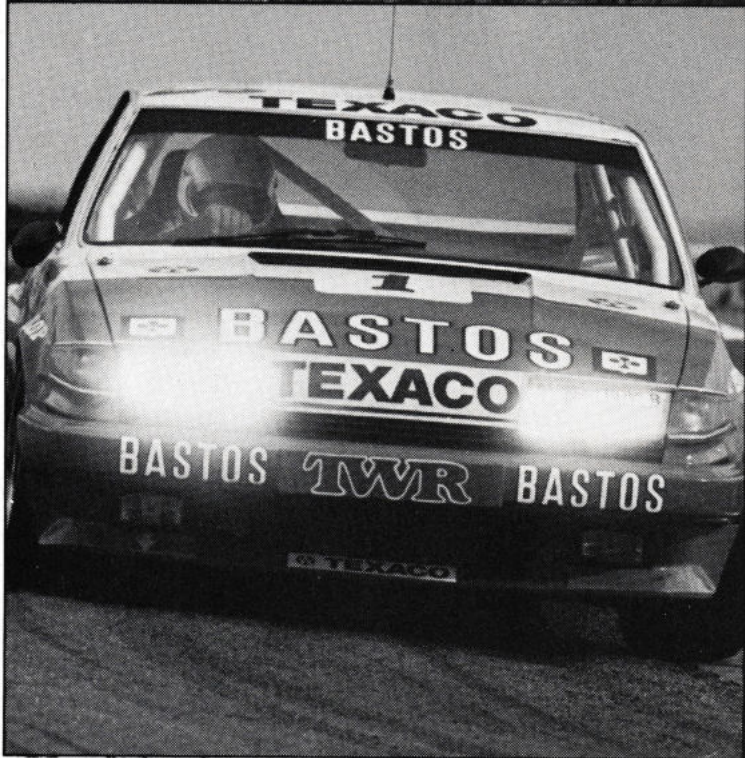
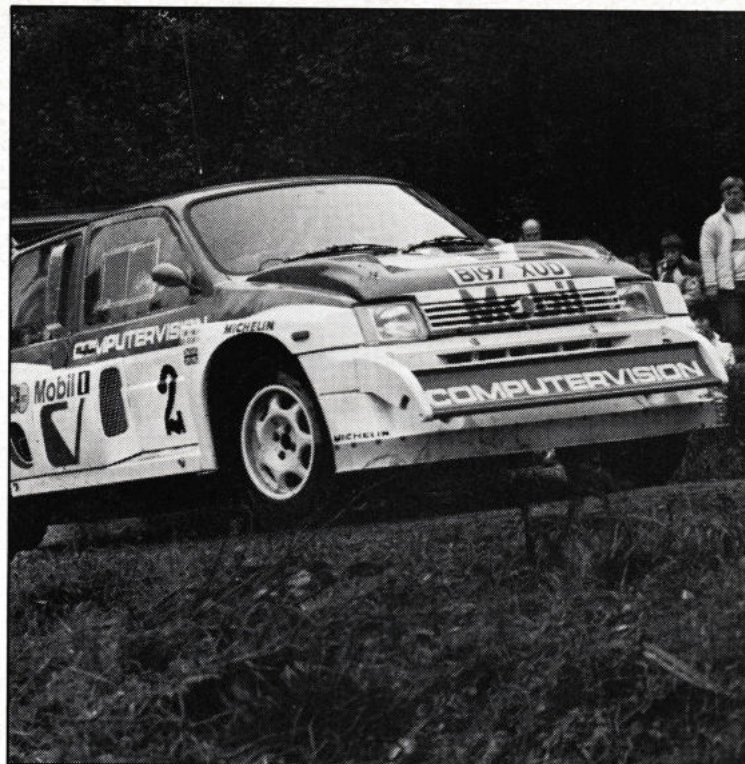
Welcome from Shell Lubricants UK	4
Welcome from the ACU	5
Gardner digs in against battling Yanks	7
Carlos to feel Armstrong elbow?	12
Webster and Hewitt reckon on a "home" win	17
Steve Webster's Silverstone view	23
The Riders and the Machines	26
Timetable	29
Officials of the Meeting	30
World Championship Positions	31
The Races	32
Grand Prix Results	48
Past Winners	49
Air Displays	49
Speed Table	50
Circuit Map	51
Notices	52
The Riders and the Machines	54
Gresini needs victory for title repeat	61
McConnachie to set the pace	63
Nation and Mellor continue their battle for supremacy	67
Donnie and Niall set for "home" success	68
Important Notices	71
Other Happenings	73
Other Happenings	75

## Always first in it's class



### FOR BRITISH, EUROPEAN AND JAPANESE CARS





## Great Britons!

Last year, in the European Touring Car Championship, the all-powerful Bastos Rovers were outright winners in seven out of the 14 races.

At Donington Park, in the same series, they stormed home to pick up 1st, 2nd and 3rd places.

And, at Silverstone, 1st and 2nd places fell yet again to Rover.

In 1985, the phenomenal MG Metro 6 R4's burst onto the rally scene.



With top speed of 150 mph and 0-60 mph in around 3 seconds it was no wonder the small wonders took first place in the Audi National Rally.

As further proof of Austin Rover's domination of the Motorsport scene, 1986 sees the introduction of the MG Maestro Challenge Series and the continuation of the MG Challenge Series.

Good news for you. Great news for Britain. Watch us motoring in 1986.

**Austin Rover motorsports. Engineered to win.**

**AUSTIN ROVER**



**NOW WE'RE MOTORING.**



**You'll see  
the lot  
at the Bike  
Show.**

*The*  
INTERNATIONAL  
**BIKE  
SHOW**  
MOTOR CYCLE SHOW  
OLYMPIA  
L O N D O N  
OCT 29 - NOV 2  
**1 9 8 6**



# Shell Oils

# BRITISH MOTORCYCLE



It is a great pleasure to welcome you all to Silverstone this weekend for the first Shell Oils British Motorcycle Grand Prix. With our extensive involvement in all levels of Motorcycle Sport throughout the United Kingdom, we are now very pleased to become actively involved with the British Grand Prix.

1986 is the tenth year since the British round of the F.I.M. World Championship moved to Silverstone and since 1977, this event has become recognised as one of the very best Grands Prix in the world calendar.

This is the only time the British Motorcycle Grand Prix has been sponsored by an oil company and it is the highlight of a sponsorship programme which spans, in 1986, the Shell Oils Transatlantic Challenge, the Ulster Grand Prix, the Shell Oils ACU British Transnational Championships (the finals of which take place here at Silverstone in September).

Although the motorcycle industry in Britain has seen better times, it is imperative that companies like ourselves remain involved in a sport which provides exceptional technical demands for the development of our motorcycle lubricants.

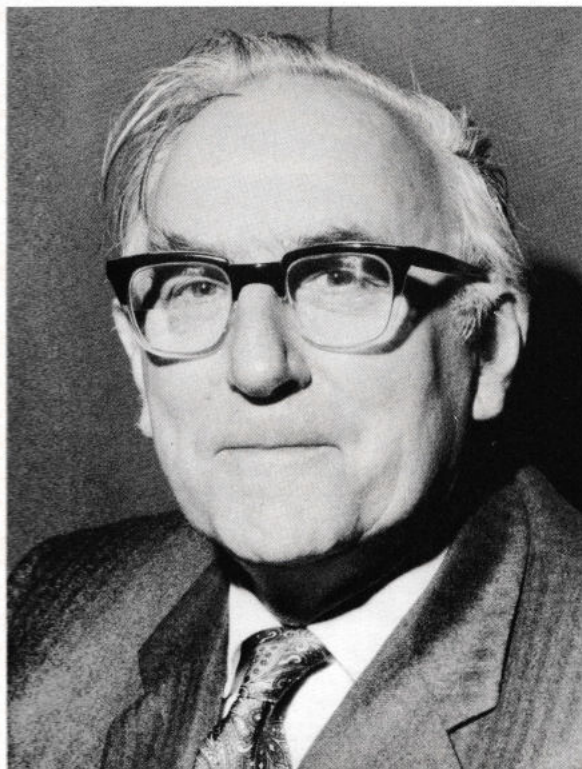
Shell Oils provide support to such teams as Rothmans Honda, Heron Suzuki, Silverstone Armstrong and Loctite Yamaha. We look forward to seeing the good performances of our British riders in all classes of the World Championships, and we hope our extensive support, from club to international level, helps to generate strong British competition to the world class riders from America and Europe.

We wish all the riders a safe and enjoyable weekend, we hope the spectators enjoy a feast of top-class Grand Prix Motorcycle racing, and we thank the management and staff of Silverstone Circuits Ltd, the Marshals and the Officials of the Auto Cycle Union for making it all possible.

Dennis Keeping  
General Manager — Sales  
Shell Lubricants UK



# MOTORCYCLE GRAND PRIX



Once again on behalf of the ACU Road Race Committee it is my pleasant task to welcome you all to this Shell Oils British Motorcycle Grand Prix held here at the Silverstone Grand Prix Circuit. On a sad note I have to record that this will be my last year as Chairman of the ACU Road Race Committee — I am making way for a younger person and whoever my successor may be I wish him the very best of good luck. I am extremely proud of what we have achieved over the last decade — the British Grand Prix is now recognised as one of the best Motorcycle Grands Prix in the World and the latest sponsor, Shell Lubricants UK, can only further enhance the event.

To achieve this success it is obviously necessary to have a very good team of workers and I would take this opportunity of thanking them all from our team of Doctors to the Marshals — all have vital roles to play — it would be invidious to mention names.

Co-operation with the Circuit Directors and their staff have at Silverstone always been first class and I feel sure this will continue.

Motorcycle racing is, in my opinion, one of the most exciting sports of all and the FIM Grands Prix present the pinnacle of our sport and we have our excellent drivers to thank for this — what other sport can say that participants are so well behaved.

Good spectator support is essential otherwise there would be no sport to offer you. Attendances at FIM Grands Prix range from 40,000 to 200,000 and I hope this year we will be able to say our attendance is nearer the higher figure. If you are one of the lucky ones to attend this two day festival of motorcycle racing, the ACU Road Race Committee thank you for your support and wish you a most enjoyable weekend and if you would like details of all the ACU's 1987 sporting activities, please do not hesitate to write for a copy of the 1987 ACU Handbook — available in January 1987 from the ACU Offices in Rugby.

Once again to all the officials, drivers and spectators, may I thank you for making this event possible and also welcome Shell Lubricants UK to the event, a Company with whom the ACU enjoy excellent relationships.

Vernon Cooper  
Chairman of the Organising Committee and  
Chairman of the ACU Road Race Committee.



Ride with  
the best.

Best for the  
Silverstone GP!  
- Full report in next  
week's MCN!

# Motor Cycle News

**BEST FOR SPORT**

**BEST FOR TESTS**

**BEST FOR BARGAINS**

**BEST GET IT  
WEDNESDAY!**



# Three way battle for the 500cc World Title to provide thriller Gardner digs in against battling Yanks

by Nick Harris

Californian Eddie Lawson arrives at Silverstone — for the Shell Oils British 500cc Motorcycle Grand Prix — on the crest of a wave. His magnificent victory in the French Grand Prix two weeks ago has given him a 13 point lead over his great rival Randy Mamola.

Just a week earlier after dislocating his collar bone in a crash at Leguna Seca Lawson was told he could not ride again for six weeks — but he bounced back to confound the medics with a typical display of skill and bravery to score his fifth victory of the season.

Afterwards he revealed that victory at Silverstone was equally important because Mamola is breathing down his neck and only problems on the startline prevented him mounting a serious challenge to Lawson at Paul Ricard.

British fans have adopted Lincolnshire based Australian Wayne Gardner and he will need all of their support because nothing short of victory will do if he is to prevent an American winning the championship.

Those three championship contenders are all desperate to win the 500cc crown, surely the most prized title in motor cycle sport, for separate reasons because they are all at very different stages of their careers.

Twenty seven year old Lawson has already tasted world championship success in 1984 on the Marlboro Yamaha and it's a feeling he wants to repeat, especially, as many experts and certainly most of his rivals, feel he is riding better than at any time during his career. Randy Mamola is known as the bridesmaid never the bride after finishing runner-up in the championship on no less than three previous occasions. The 26 year old Californian has displayed a new maturity both on and off the track this year and improves every time he rides the Lucky Strike Yamaha under the guidance of team manager, three times world champion, Kenny Roberts.

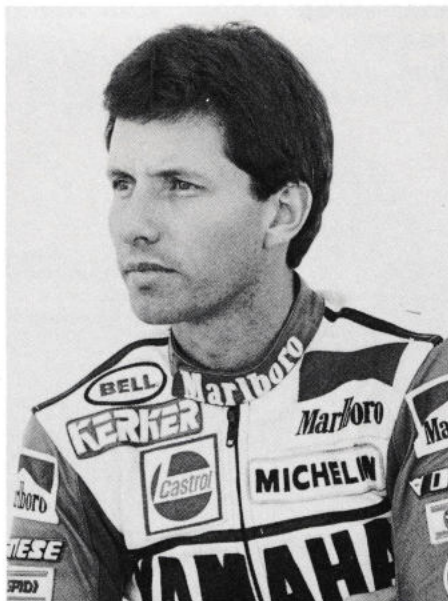
Australian Gardner has already had a magnificent first season in the Rothmans Honda team. He was really thrown in at the deep end when his new team-mate Freddie Spencer was sidelined so early in the year by injury. He took it on his broad shoulders by spearheading the Honda challenge and winning both the Spanish and Dutch Grands Prix. After serving his apprenticeship with the Rothmans Honda Britain team and finishing joint fourth with team-mate Ron Haslam in last year's championship he was willing to learn much from Spencer this year and make his real championship bid next season. With circumstances changing so dramatically he altered his sights and has still a great chance of championship success. Throw double world champion Freddie Spencer onto the grid and the prospects of a great race are mouth watering because there is nothing he would rather do after such

a desperate season than come back and win at Silverstone. Much has been written about his non appearances at the grands prix this season. In Italy it was suggested he had a broken heart and was travelling from State to State

---

***"It's a circuit that really sorts the men from the boys — there could not be a better time to win my first British Grand Prix"***

---



**Eddie Lawson — 27 year old Californian. 1984 World Champion: Marlboro Yamaha**

seeking his long lost love. In Britain we were told he'd fallen out with Honda and was refusing to ride while in Germany there were reports that he was suffering from an incurable illness. The truth of the matter was the 24 year old was suffering from tendonitis in his right wrist which caused him to pull out of the Spanish Grand Prix while leading and finish only 16th in the Austrian. He

returned home for an operation and after a two month lay off hopes to return to the action at Silverstone.

He will certainly find the pace very hot against those three championship contenders who all enjoy racing at the 2.932 mile circuit with Lawson particularly fond of the fast bends which are so ideally suited to his vee-four Yamaha.

"It's a circuit that really sorts out the men from the boys with so many fast corners," he revealed. "It suits the Yamaha well and certainly it's my favourite grand prix venue of the year. I just hope the weather is a little better than it was last year when it never stopped raining. I always enjoy racing in Britain and with the championship so close there could not be a better time for me to win my first British Grand Prix."

Mamola's record at Silverstone is second only to his manager Kenny Roberts who won the race on three occasions. His rider has won twice. The first time in 1980 on a Suzuki and in 1984 on a Honda and so obviously it is a circuit he enjoys racing on.

"Of course I like Silverstone because I've won there twice before," he told me before going out and winning the Belgian Grand Prix at Spa last month. "I'm improving every time I ride the Lucky Strike Yamaha after taking it carefully early in the year. I really think I'm in with a chance of the championship and Silverstone is going to be a very important race for all of us."

Twenty six year old Gardner, who is based in Wragby, Lincolnshire during the season, has plenty of experience at Silverstone especially in the Formula One races which he has won for the Honda Britain team in 1983 and 84.

"Silverstone is like riding at home for me because I live in England for half the year and I rode for the Honda Britain team," he explained, "I like the track after winning twice on the Formula One Honda although I was very disappointed last year when I retired in the 500 because my visor fogged up. With the championship so tight its going to be a vital race and with Freddie hoping to return it could be even more interesting. We certainly have not talked about Freddie helping me in the championship because sometimes that is very difficult to do."

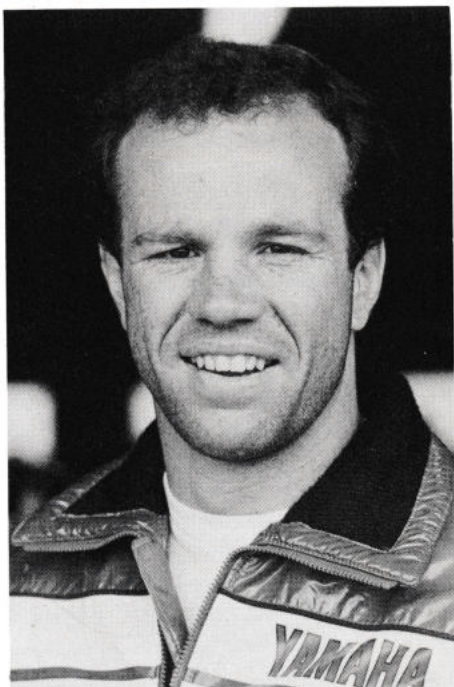
"Fast Freddie" could be the ace card



for Honda against the Yamahas in the race particularly as he has no intention of racing unless he is 100 per cent fit.

"Although I'm making a good recovery and I'm desperate to return to racing at Silverstone I will not ride unless I'm fully fit and recovered from the operation," he said from his Shreveport home in the States. "Although my championship has been

***"I like Silverstone because I've won there twice before — it is going to be a very important race to all of us."***



**Randy Mamola — 26 years old. Californian Team Roberts Lucky Strike Yamaha.**

lost I want to come back and win some races at the end of the year to help prepare myself and the bike for next season when I definitely will ride. I want to regain my championship after all the disappointments of this year."

It certainly will be a relief for Gardner if Spencer returns because he's had to fight a lone battle against a bevy of works Yamahas. Frenchman Raymond Roche was given Spencer's NSR vee-four Honda for the last two grands prix but really the Australian has had to go it alone. Heading the Yamaha challenge has obviously been Lawson and Mamola but together with their teammates Rob McElnea and Mike Baldwin

and Frenchman Christian Sarron, riding the Gauloises sponsored vee-four, they have given Gardner a tough time.

Twenty six year McElnea from Gainsborough in Lincolnshire will receive massive support from the home crowd as he chases his first Grand Prix victory. He was asked to join the works Marlboro Yamaha team at the beginning of the season by team manager Giacomo Agostini who knows something about talent after winning 15 world titles. He felt that Rob, who finished ninth in last year's World Championship riding the Skoal Bandit Heron Suzuki, was the man to partner Eddie Lawson in the team. Like most riders before him the former TT winner has taken time to adjust to the Yamaha but improves each race and is desperate to do well on his only appearance in Britain this year on the works 500cc Yamaha.

"I just want to do so well in front of my home fans because I'm always away racing," said Rob. "It's not been easy adjusting to the Yamaha but I am delighted with the team which has given me such a big chance and a good

***"Silverstone is one of my favourite tracks — I love those fast curves where your riding technique plays such a large part."***



**Christian Sarron — 31 year old Frenchman, Team Gauloises Blondes Yamaha.**

result at Silverstone would mean so much to me."

Thirty one year old American Champion Mike Baldwin, Mamola's teammate in the Lucky Strike outfit, is based in Britain but has never been to

***"With the championship so tight it is going to be a vital race."***



**Wayne Gardner — 26 years old. Australian Rothmans Honda.**

Silverstone even as a spectator. His hard riding style has impressed everybody this season in his first year in a works team.

"Last year I missed Silverstone because I had to ride in the States and I've never been to the circuit," revealed Mike who's married to English girl Lynsey. "I'm told it's fast and demanding and that will certainly suit my style."

Former 250cc World Champion 31 year old Frenchman Sarron is no stranger to Silverstone. He won the 1984 250cc race in his championship season and like many others finds the fast bends to his liking.

"Silverstone is one of my favourite tracks and I love those fast curves where your riding technique plays such a large part," revealed the Frenchman who will be a big threat if the dreaded rain falls on Sunday afternoon.

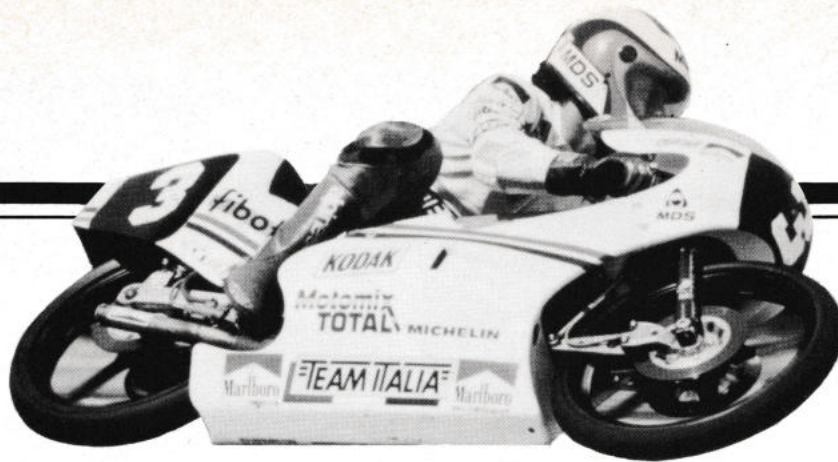
So is it possible for anybody to mount a serious challenge against those works riders and how will the other British

First with the news at the **Shell Oils** British Motorcycle Grand Prix

**RADIO SILVERSTONE — 1602Khz Medium Wave**

*On air throughout the weekend — "the new experience not to be missed"*





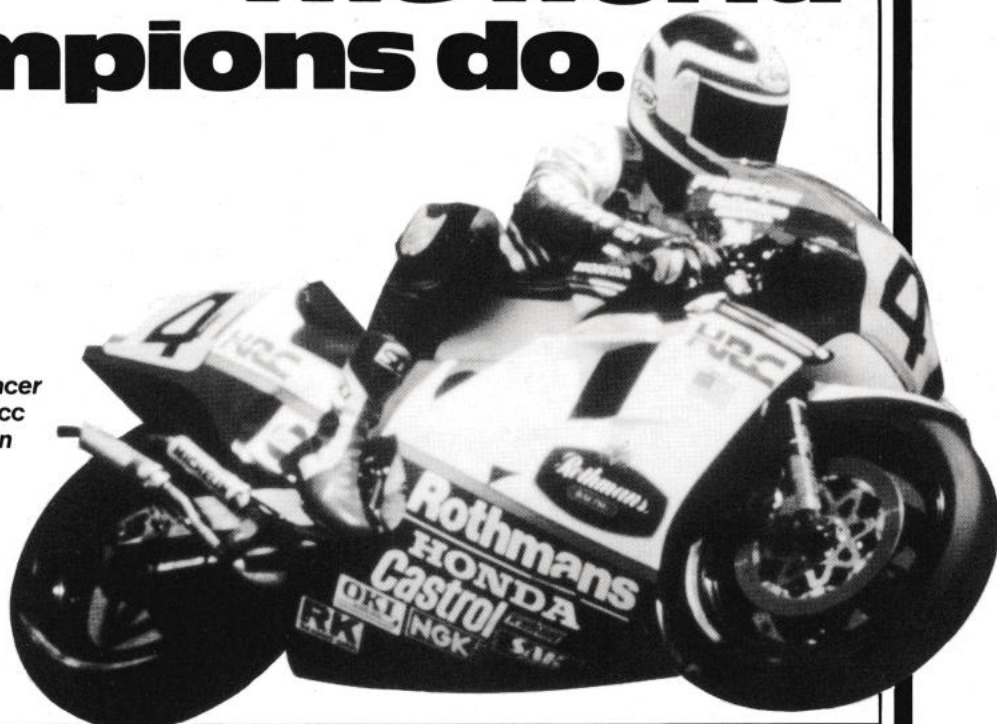
**Fausto Gresini**  
125cc World  
Champion



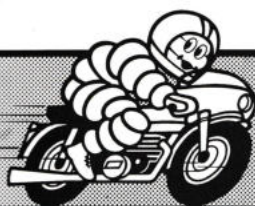
**Stefan Dorflinger** 80cc World Champion

**MAKE SURE IT'S  
A MICHELIN.**

**The World  
Champions do.**



**Freddie Spencer**  
250cc & 500cc  
World Champion



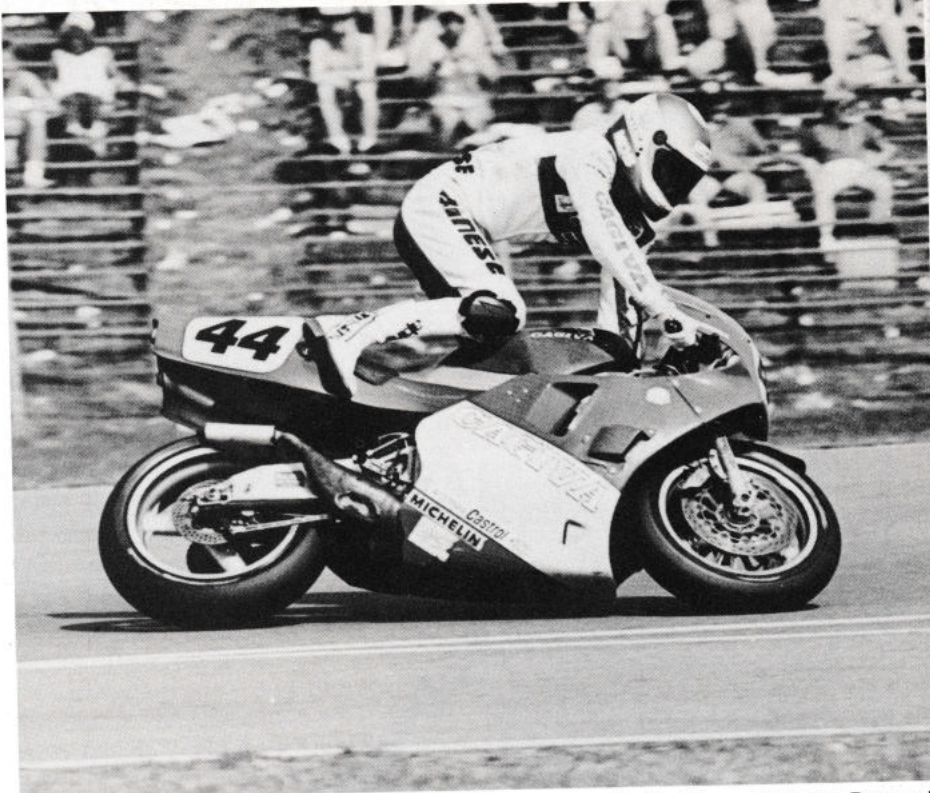
**MICHELIN**



riders fare in front of the home crowd?

The ever popular Ron Haslam would love nothing more than to win his first grand prix in Britain. The 30 year old from Langley Mill has long been the cult style hero of the British fans seeking desperately for success in the 500cc world championship. At the beginning of the season Ron took a big gamble by signing for the French Elf Honda team to ride their futuristic centre hub steering machine. Until then the bike had not scored any world championship points but "Rocket Ron" soon put that right with some typical hard riding performances. However he will be the first to admit he has little chance of actually winning on such a fast circuit as Silverstone unless the track is very wet. The NS500 Honda engine is not quick enough to match the vee-four works bikes but Ron is sure to make a good start and make those championship contenders work very hard to pass him and will be looking to finish in the points.

Barry Sheene was the last British rider to win the 500cc world championship and a 500cc Grand Prix. He picked Roger Burnett to ride his bike a couple of years ago and has been following his progress very closely ever since. He must be impressed in what he has seen. The 26 year old from Humberside, the breeding ground for so many top riders, is completing his second season in the Rothmans Honda Britain team and is already being groomed for Grand Prix success. He's ridden in three Grands Prix already this year with a very impressive eighth in Holland making up for mechanical problems with his NS500 Honda in the other two. At home he leads the Shell Oils British



Juan Gariga fighting with the 500cc Cagiva in the Dutch TT at Assen (Pic Jon Reeves)

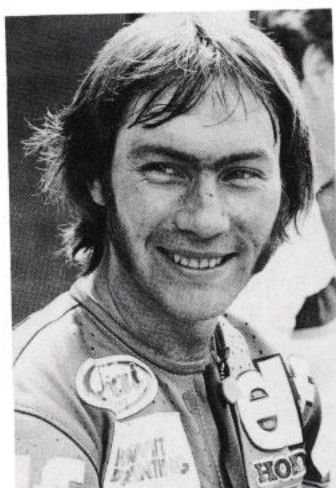
Transnational Series and won the Senior TT in the Isle of Man. Team Manager Barry Symmons has already groomed Ron Haslam and Wayne Gardner to Grand Prix success and sees Burnett as his next graduate into Grand Prix racing.

Double British Champion Roger Marshall joins Burnett on the grid in the 500cc race in the Honda Britain team. The 36 year old who once employed Burnett as his mechanic, has been not only a great rider but also a great ambassador for the sport in his 17 year rac-

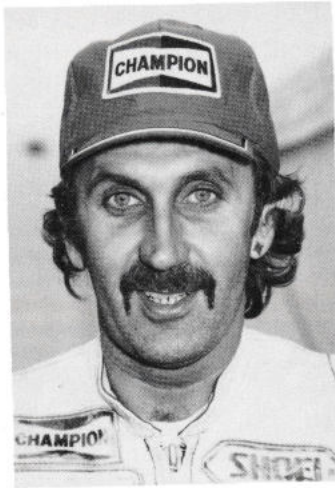
ing career. He's never been full time Grand Prix racing and many people feel he would have done well at the highest level. There is nothing he enjoys more than taking on the stars and has every chance of finishing in the points because like good wine he improves with age.

Young Londoner Simon Buckmaster has defied the critics and probably the bank manager by embarking on a full season of Grand Prix racing on his RS500 Honda. He has finished consistently well and what better way to

## "The best of British . . .



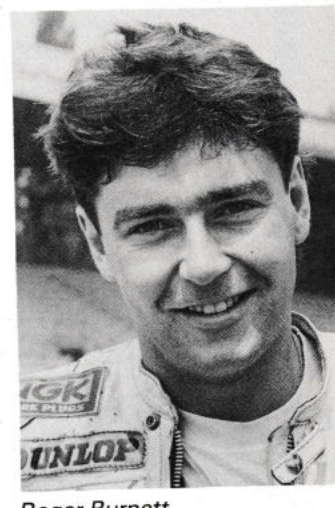
Ron Haslam



Roger Marshall



Rob McElnea



Roger Burnett

## . . . all bidding for their first Grand Prix victory"



reward his brave decision to risk financial ruin to match his skill against the best of the world than by gaining his first world championship points. Other Britains chasing the points will be Londoner Gary Lingham, local rider David Griffith, TT star Trevor Nation and impressive Lincoln rider Mark Phillips who's made such a good impression on his Suzuki this year.

Australian Paul Lewis lives in South London with his wife Lyn. He finished tenth in the rain at Silverstone last year and at the beginning of the season joined the Skoal Bandit Heron Suzuki team for a full year of Grand Prix racing. The former Australian champion has had his ups and downs and more than enough brushes with various strips of tarmac throughout Europe. He's a hard rider and always capable of causing an upset if he stays on and makes a good start. One thing for certain life is never boring with Paul Lewis around.

Dutch veteran Boet van Dulmen makes his last racing appearance in Britain after a magnificent career in Grand Prix racing. He retires at the end of the year but will return as Team Manager to the PDM team next season.

Zimbabwe born Dave Petersen returns to the action on the Italian HB Suzuki after chipping a bone in his shoulder in Holland. He's joined in the



"Not the way its done . . ." Raymond Roche takes a tumble

(Pic Ray Daniel)

team by European 125cc champion Pier Francesco Chili who finished a very impressive sixth in the recent Belgian Grand Prix.

Also watch out for Belgian ace Didier De Radigues who is always a threat despite breaking his collarbone twice this season when crashing his Rollstar Honda. Spaniard Juan Garriga has given the Italian Cagiva team some real

stability this year and could spring a surprise.

The 500cc race at Silverstone always plays a vital part in the outcome of the championship. This year with Lawson, Mamola and Gardner so close and with only two rounds remaining after today those 28 hectic laps could well decide who is crowned champion at the end of the year.

## YOUR CHANCE TO SCORE AT SILVERSTONE

	YES	NO
1. Do you know how the Suzuki 500 Gamma roadster rates against their GP racer?	<input type="checkbox"/>	<input type="checkbox"/>
2. Are you fully conversant with the intricacies of Stavros' 1986 Endurance/F1 chassis?	<input type="checkbox"/>	<input type="checkbox"/>
3. Have you a deep and meaningful understanding of what makes whizzo factory tuners Kel Carruthers (Yamaha) and Erv Kanemoto (Honda) tick?	<input type="checkbox"/>	<input type="checkbox"/>
4. Can you converse knowledgeably on how the Cosworth Challenge B.O.T. racer performs?	<input type="checkbox"/>	<input type="checkbox"/>
5. Are you in fact aware of the 'Milton Keynes GP'?	<input type="checkbox"/>	<input type="checkbox"/>
6. Can you amaze your drinking partners with your inside info on the Transatlantic Match Races?	<input type="checkbox"/>	<input type="checkbox"/>
7. Do you know all there is to know about Tony Rutter, Mike Baldwin and Wayne Gardner?	<input type="checkbox"/>	<input type="checkbox"/>
8. Have you any idea how you could have won a free trip to the Bol on a GSX1100E?	<input type="checkbox"/>	<input type="checkbox"/>
9. Do you regularly read Mike Scott's column, 'Life in the Pit Lane'?	<input type="checkbox"/>	<input type="checkbox"/>
10. Can you score cheap ferry trips to the Continental GPs, etc?	<input type="checkbox"/>	<input type="checkbox"/>

### Score

10 'Yes' answers: Congratulations! You are a loyal Bike reader and recognise the value of this fine organ in providing you with the hot poop inside scam on road racing.

10 'No' answers: Tut, tut. You obviously haven't discovered Bike magazine yet. Remedy immediately by purchasing every month on the 15th from your newsagent.

**bike** Original and Best



Battle for the 250cc World Championship is the fiercest yet

# Carlos to feel Armstrong elbow?

Venezuelan championship leader Carlos Lavado stayed on his HB Yamaha to win the French Grand Prix over the very impressive Spaniard Sito Pons — in an Eddie Lawson style Lavado has won five Grands Prix this season and leads his nearest challenger by the same 13 points.

Again, like Lawson he has never won at Silverstone — last year he thrilled with an incredible record breaking pole position lap but was typically unable to race due to injury following a tumble towards the end of qualifying.

He is keen to show what might have been, as is Silverstone Armstrong rider Donnie McLeod — he missed last year's race through injury, but now is back stronger than ever together with his talented team-mate Niall Mackenzie.

There was a sigh of relief from competitors and many spectators when Freddie Spencer announced he would not ride in the 250cc class this year. Last year at his first attempt he dominated the once so competitive championship and clinched the title on a wet Sunday afternoon here at Silverstone a year ago.

**Nick Harris previews the Shell Oil's 250cc British Grand Prix.**

While he concentrates his efforts in the 500cc class the battle for 250cc honours is hotting up with the brilliant but unpredictable Venezuelan Carlos Lavado battling against a bevy of perhaps not so fast but more consistent riders.

Former world champion Lavado is one of the real characters of the paddock while on the track he is easily the fastest 250cc rider in the world. The problem he has riding the HB sponsored works vee-twin Yamaha is that he can only ride one way — flat out the whole time. While that has brought Grand Prix success it has also caused him to crash while leading important races. He always gives his opponents a glimmer of hope however far out in front and never was that better illustrated than at the Yugoslavian Grand Prix in June. He was left pushing on the grid as the rest of the field screamed away. Despite having to take avoiding action to miss a fallen rider by the tenth lap he was up into fifth place behind the leading pack of four closely bunched riders. A lap

later in one foul swoop he passed the lot of them to grab the lead. He then raced away and we all sat back waiting for him to take the chequered flag. But he continued to keep the twist grip wide open while opening up an enormous lead when he crashed. He remounted again in last place but after a couple of laps was called in by his pit. He stormed away with tears of frustration running down his face but within half an hour was back to his usual cheerful and friendly self. Two weeks later under the threat of a beating from his mechanics he rode a perfect race to win the Dutch TT displaying his huge

great chance of championship honours. However although he's still in with a chance a practice crash at the Austrian Grand Prix really set him back. He damaged his foot badly and missed the race at the Salzburgring and a week later had to retire from the Yugoslavian with his foot the size of a football. He won the race at Silverstone last year and is desperate to win again to mount a serious challenge with just three rounds remaining. Wimmer is also former winner but the articulate former law student has had a disastrous time on the start line with his Marlboro Yamaha. He often sets the fastest lap

range of world class talent.

The two men expected to give the 30 year old Venezuelan most trouble this year were West Germans Toni Mang and Martin Wimmer both riding works machinery. Former double world champion Mang finished runner-up to Spencer last year riding the Rothmans Honda and understandably felt with his team-mate out of the way he had a



Close, fierce action is the keynote of this year's 250cc World Championship — here Donnie McLeod leads Carlos Lavado through the Nurburgring chicane. (Pic Ray Daniel)

Saturday/Sunday August 9/10 at Silverstone  
**DAILY EXPRESS BRITISH KART GRAND PRIX**  
"24 races spread over two high speed all action days featuring both the CIK European and Bridgestone World Championships."



the 30  
le this  
Mang  
works  
cham-  
up to  
nman  
with his  
had a



Donnie  
Daniel)

onours.  
with a  
ustrian  
ck. He  
sed the  
a week  
slavian  
ball. He  
st year  
mount  
three  
also a  
former  
us time  
arlboro  
st lap in

X  
K



## The Spirit of Competition

Where man and machine challenge  
the outer limits of technology  
is where the spirit of competition is found.  
At Mitsubishi Motors, we go there year after year.  
It is where our cars come from.







WORLD LEADERS IN MOTORCYCLE CLOTHING. SEE THE COMPLETE '86 RANGE AT YOUR LOCAL DEALER.



THE CHOICE OF CHAMPIONS. WORN BY 5 T.T. '86 WINNERS



Belstaff International Ltd.,  
Caroline Street, Longton,  
Stoke-on-Trent. 0782 317261

# If you think you can do better, prove it.

Will you leave the side of the race track tonight, knowing that you could have done just as well, if not better, than the competitors?

If so you should contact the M.C.A.

With us, you'll learn how to start in branches of motorcycle sport like road racing, or drag racing.

If your budget won't stretch that far, take part in hill climbs, or sprinting, the motorcycle sports that offer the thrill of competition on a smaller budget.

For more information write to M.C.A., Starley

House, Eaton Road, Coventry CV1 2FH or telephone (0203) 27427.

This is also the address to write to if you've taken photographs of today's race action.

The M.C.A. are running a competition\* for the best photo of Silverstone race action, with £50 prize money going to the winner.

So don't keep your action shots for the scrapbook, you could be a winner in our competition

if not on the track, but that's up to you, isn't it?



\*Closing date 3rd September 1986.



the race but a succession of bad starts has meant he's had to battle his way through the field to record any decent results. If the 29 year old, who finished fourth in last year's championship, can get that vee-twin Yamaha to fire up immediately he could easily repeat his 1982 victory.

*"After all the disappointments of breaking my leg so early in the year, I'm so pleased to be riding again at Silverstone."*



**Niall Mackenzie**  
**Silverstone Armstrong**

While the two fancied men have struggled Spaniard Sito Pons has returned from a wasted year in the 500cc class to set after Lavado in great style on his Campsa Honda. The 25 year old rode a 500cc Suzuki in the HB team last year but returned home to ride in the 250cc class at the beginning of this year.

Victories in Yugoslavia and Belgium have given him real chance of world championship honours and his confidence is sky high with the scent of a world crown in his nostrils.

He heads a number of impressive Honda riders and none more so than French veteran Jean Francois Balde who's had a magnificent season riding in former world champion Takazumi Katayama's Rothmans team. His consistent rostrum placings including a second in Yugoslavia have made him a dangerous proposition to the leaders and with his wealth of experience he could be the real dark horse both in today's race and the championship.

The other Honda men bound to be near the front are Italian Fausto Ricci

who usually makes demon starts. Frenchman Dominique Sarron and the Swiss veteran Jacques Cornu riding a Honda in the Parisienne colours.

British hopes of success in a class that has often been kind to home based riders at Silverstone rests on the capable shoulders of the Silverstone Armstrong pair of Donnie McLeod and Niall Mackenzie together with Alan Carter riding the Spanish Cobas.

Add the likes of Andy Watts and former European Champion Gary Noel riding Dr Joe Ehrlich's EMC and home fans should have plenty to cheer about.

The man of the moment is Scotsman Donnie McLeod who's wealth of Grand Prix experience is at last bringing him the results his considerable talent deserves. Under Chas Mortimer's guidance the Silverstone Armstrong team have got their Rotax engines flying with the help of Austrian development engineer Michael Schafleitner and suddenly thirty year old McLeod is challenging for the lead. His fourth place in Holland followed by a brilliant second in Belgium ample proof of the power of the combination of rider and machine. His team-mate Niall Mackenzie is regarded by many experts as the next British world solo champion. The season started disastrously for the 24 year old Scotsman when he broke his leg at Cadwell Park in March. There were fears he would not ride again this season but typically he gritted his teeth and fought his way back and returned to the track with a brilliant victory at Donington at the end of June despite having a light plaster on his leg. The

*"If Alan makes a good start he could cause the championship contenders plenty of embarrassment round the fast open bends"*



**Alan Carter — 1983 French Grand Prix Winner**

plaster has now disappeared for good and he eased back into the rigours of Grand Prix racing with 12th and 8th places in the Dutch and Belgian events and he's raring to go in front of his home crowd and sponsors.

"After all the disappointments of breaking my leg so early in the year I'm so pleased to be riding again and at Silverstone," explained the British 250 Champion. "I love the circuit which is



**Carlos Lavado — "brilliance in action."** Fastest man in qualifying last year at Silverstone but prevented from racing through injury he plans victory this time out. (Pic Ray Daniel)



so different to any other grand prix tracks and I don't feel any extra pressure because Silverstone sponsor the team. If anything I enjoy it more in front of them and the British crowd."

Alan Carter is still the last British rider to win a solo Grand Prix and he would dearly like to repeat that victory of three long years ago at a bitterly cold Le Mans. Despite the problems of switching from his private Honda to the Spanish Cobas team and the tragic death of his speedway champion brother Kenny, Alan is riding well. The Rotax powered machine improves every meeting and if he makes a good start he could cause those championship contenders plenty of embarrassment round the fast open bends. He will not want a repeat of last year when he was leading comfortably in the rain till he crashed his Honda into the straw bales at Stowe.

So there was a real chance of British victory last year while in 1984 Norfolk based Andy Watts came within a couple of feet of snatching victory from world champion Christian Sarron on the



Jean Francois Balde enjoying a splendid season in the Katayama Rothmans team  
(Pic Ray Daniel)

line. He returns this year to ride the very fast EMC machine and teams up with Gary Noel to form a formidable partnership.

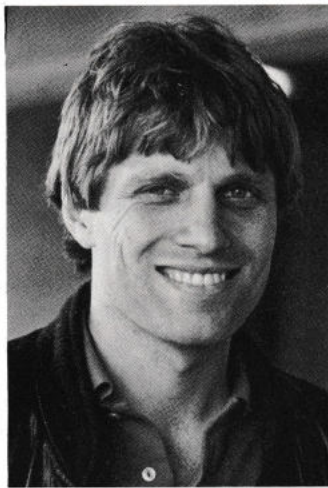
The 250cc race at Silverstone has a tradition right back to the early 70's of

close racing when the likes of Sheene, Saarinen, Cooper, Read and Gould thrilled us all. This year the cast may have changed but the prospects for the 24 lap event are equally mouth watering.

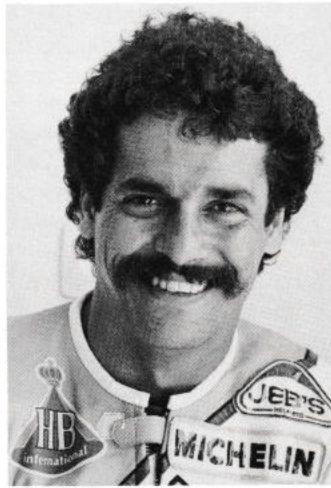
## Four to watch in the 250cc race



Toni Mang



Martin Wimmer



Carlos Lavado



Donnie McLeod

## Radio Silverstone goes "on air"

New to motorcycle racing is the use of a low power special events radio transmission to enhance spectators enjoyment of race commentaries. Broadcasting on 1602 kilohertz in the medium wave band, Radio Silverstone will be on air throughout the Grand Prix. It will provide the best way of keeping in touch with the action.

Radio Silverstone, operating with

Home Office licence, will relay on medium wave the normal full commentary provided by Fred Clarke and Eddie Dow, and add the expert knowledge of Nick Harris — the voice of Motorcycle racing on BBC TV and Radio — together with music and chat from local DJ John "Peanuts" Koenig.

Throughout the meeting Radio Silverstone will keep everyone fully

up to date with the happenings on and off circuit — in addition to full coverage of the practice sessions and races. There will be plenty of rider/personality interviews together with news — local and international — public service messages, traffic news and information and good music.

## Tune to 1602 kilohertz Medium Wave



# Streuer and Schnieders bid for Silverstone victory number four but Webster and Hewitt reckon on a "home" win

by John Brown

Yorkshire's sidecar glamour boys Steve Webster and Tony Hewitt set themselves on course to be Britain's first World Champions in six years with a remarkable clear-cut six second victory in last month's wet Belgian Grand Prix at Francorchamps.

Their gamble to switch back to a tried and proven year old engine for the Fowlers of Bristol Yamaha outfit in preference to the new one prepared for this season, paid dividends and they raced away untroubled leaving their three main rivals in their wake.

Defending champions, Dutchmen Egbert Streuer and Bernie Schnieders, went out on the first lap when the gearbox of their Barclays Yamaha 'exploded'. Swiss pair Rolf Biland and Kurt Waltisperg were lucky to struggle on to fourth place after water found its way in to the carburettors of their Krauser engine and French challengers Alain Michel and Jean Fresco were simply beaten in to second place.

The fourth round Belgian triumph — the first by a British competitor since Alan Carter's 250cc French GP success at Le Mans during Easter weekend 1983 — brought the pair back into championship contention after early season set-backs had all but ruled them out of the running in 1986.

In the opening West German GP at Nurburgring Webster and Hewitt were forced out with ignition failure while lying third and although they made second place in the following two rounds in Austria and Holland the first round disaster seemed to have settled the fate of the talented duo.

Streuer appeared to be cruising to his third title after victory in the first two rounds but after he had ignition failure in Holland and failed to score for a second time in Belgium the chances of a title coming to Britain for the first time since the late Jock Taylor and Benga Johansson made it in 1980, started to look distinctly rosy.

Biland was having all sorts of breathing troubles with his new Krauser engined outfit and the only other real challenger, Michel, was beatable as Biland was proved in Belgium.

Twenty-six year-old Webster's attack on the world championship is a real family affair based in his workshop at his home in Tollerton near York.

An engineer himself Steve — single but with girlfriend Karen — has always had the backing and mechanical expertise of his father, former three times British grass track champion Mick.

Now in his sixth year of sidecar road racing, Steve started his competitive career in car grass track racing when he was fourteen and came to the fore in sidecar racing after winning the Marlboro Clubmans final at Silverstone four years ago.

The 'adopted' third member of the family is 35-year-old passenger Tony Hewitt who joined Steve in 1982 after over ten years experience in the chair

with several drivers including David Snape, John Evans and his brother John Hewitt.

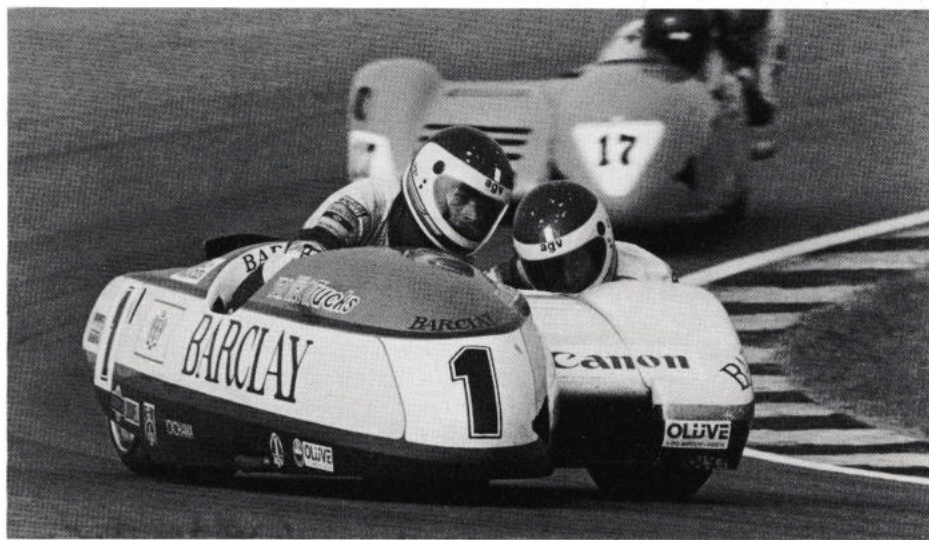
Although he does work full time as a civil engineer in Selby near his home village of Thorpe Willoughby, Tony, married with a six year old daughter, still finds time to do his share of the backroom jobs as well as providing the skills of one of the best passengers currently in the business.

practice sessions by sticking with it. We were struggling for steam all the time so for the final practice and then the race I settled for last year's engine. I knew it would have a better power band but was not too sure what the top end speed would be like. As it happened it turned out to be a winner!"

The bulk of the work on the latest engine centred on the exhaust pipes, carburettors and ignition timing — the one that took them to the number one spot of the rostrum was made from 'bog standard' off-the-shelf parts. "Perhaps those Japanese at the Yamaha factory know what they are doing after all," quipped Steve.

Steve who lost a possible chance of being the champion last year when he spun off in to a dyke while leading at a very wet Dutch TT, was more than happy with his second place in Holland this year.

"We tried a compromise between



Champion style — high speed cornering by Streuer and Schnieders. They need a fourth Silverstone victory if they are to retain their World Championship (Pic Ray Daniel)

Much of the work on the Yamaha engines is done at home base but there is full backing from sponsor Fowlers of Bristol through the ever enthusiastic Dennis Trollope, and all important financial support from Silkolene Lubricants.

Steve admits that the one big mistake that was made this year was attempting to develop the new engine once the season had started. "I must admit that I did take it for granted the new engine we worked on during the winter would be better," he said. "In Austria it was good but it was a case of momentarily forward because since then things have gone backwards. In fact in Belgian I wasted the first three

the two engines which worked pretty well although I must admit we were really never in with a victory chance this time," he said.

"My main reason for going back to the standard engine in Belgium was to get some points because I saw the door was at least opening a bit after Biland and Streuer both failed at Assen."

Despite his success Webster is adamant about his plans for the coming season.

"Champion or not, and I'm not thinking that way yet with rounds in Sweden and West Germany to come after Silverstone, we shall make sure that any engine we use in 1987 is tried and



# THE WINNING TEAM

## Dipalee Tandoori Restaurant

18 CASTLE STREET  
**BUCKINGHAM**

**HIGH CLASS TRADITIONAL INDIAN CUISINE**

Fully  
air  
conditioned

Fully  
licenced



Comfortable  
seating  
capacity  
for up  
to 80  
persons

Traditionally and Skilfully prepared food with very high standards of hygiene.

Highly commended by the Environmental Health Division of Aylesbury Vale District Council.

**Winner of the Clean Food Award**  
**1983-1984-1985-1986**

**For Reservations and Take Away**  
**Please Tel: Buckingham**  
**(0280) 813151/813925**



## Brackley Tandoori Restaurant

8 BANBURY ROAD  
**BRACKLEY**

**AUTHENTIC TRADITIONAL INDIAN CUISINE**

Fully  
air  
conditioned

Fully  
licenced

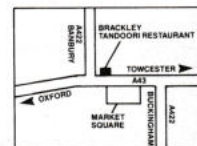


Comfortable  
seating  
capacity  
for up  
to 80  
persons

The most elegant Indian Restaurant in Northants.

Relax and enjoy your meal in comfort, waited upon by our friendly and experienced staff.

**For Reservations and Take Away**  
**Service Please Tel: Brackley**  
**(0280) 704814/704813**



## MEAN MACHINE MOTORCYCLES

What Can We Offer You?

- ★ Servicing at competitive prices
- ★ Tuning to any specification
- ★ Complete engine refurbishing
- ★ Engine Painting
- ★ Alloy Polishing
- ★ Accident and electrical repairs
- ★ Custom Paintwork

IF YOU WANT TO KNOW MORE  
PHONE OR CALL INTO:

### MEAN MACHINE MOTORCYCLES

DRIVE IN SERVICE STATION  
THE STREET

CHARLWOOD, SURREY RH6 0PD  
TELEPHONE: COLIN: 0293 862988

## PARTS UNLIMITED

**FOR ALL YOUR SERVICE, PARTS,  
LUBRICANTS etc:**

- ★ Custom Goodies ★
- 4:1 Exhausts ★ Racing Seats
- ★ High performance shock absorber systems ★
- Chains ★ Sprockets
- Plastic coating ★ Bead blasting
- ★ Pressure steam cleaning ★

**WE CAN HELP YOU WITH THOSE OBSCURE PARTS**

### PARTS UNLIMITED

DRIVE IN SERVICE STATION  
THE STREET

CHARLWOOD, SURREY RH6 0PD  
TELEPHONE: CHAZ: 0293 862818



tested before the season starts," he declared. "There is simply no time to work on an engine — concentrate on the job in hand of qualifying and racing plus keeping the machine in good order. That is more than enough."

The good looking Webster, quick with a cheeky grin even when things are not going as well as they should be, is rated highly as a driver by former champion and acknowledged expert of the sport Rolf Biland.

"He is certainly one of the best drivers I have come across, he would be a worthy champion," said Biland.

In the long term being champion is the ambition of both driver and passenger but at this time in the season the British champions have one big aim — to win a Grand Prix in front of their home crowd.

Last year the rains came and washed out the Silverstone round of the sidecar world championship and the year before that when Webster and Hewitt were not in the points it was Streuer who notched his third victory in a row at the Northants circuit after a race long tussle with Biland.

Now despite his set-backs Streuer is confident of making it four this year and Webster certainly sees him as his biggest threat.

"Egbert has a very fast engine and he certainly has the ability to use it to the full," agrees Steve. "He rarely makes mistakes on the track and the troubles he had in Holland and Belgium could happen to anyone. Even the best prepared machine is not infallible."

For the 26-year-old bearded Dutchman Streuer from Assen, the British Grand Prix has been a happy hunting ground but this year he will be under more pressure than ever before to go for victory as he bids to take the sidecar title for the third year running.

If he can achieve a trouble free run there is no doubt that Biland, twice a winner at Silverstone, could be the winner this time but he is suffering from the mistake of running an experimental engine in races.

The Krauser engine he uses in his LCR chassis is being run for the first season and so far has proved to be fast in recent meetings but unreliable.

In West Germany he started the campaign with second place but he certainly did not have the speed to beat



*Men of the moment — Dutch aces Egbert Streuer and Bernard Schnieders (above) who have to overcome the top British crew Steve Webster and Tony Hewitt in the Daily Express British Sidecar Grand Prix. Victory for both is vital — for the Dutchmen to keep on course for retention of their World Title, for the British to maintain those dreams of being the World's number one.*  
(Pics Ray Daniel)



Streuer, while in Assen where it burnt the clutch out on the line it proved to be a match for the Dutchman's Yamaha powered outfit. Once Biland got back in the race three laps adrift he set the fastest lap.

The clutch failure prompted team boss Austrian Michael Krauser to officially call a halt to Biland's programme.

"He wanted me to stop racing until the engine was completely sorted out back at the factory," explained Biland.

"He told me not to go to the next round in Belgium and when the rest of my team insisted with me that we should and I agreed with them he told me we were on our own with no pay for the mechanics.

"They still wanted to go and said they would work for a percentage of

any money we won. I don't think they got too fat on the share out for the fourth place prize cash."

But although water getting in to the carburettors during the warm-up lap spoilt Rolf's chances, the clutch he had built up during the week with plates obtained from a couple of British teams and stronger springs purchased from West German driver Rolf Steinhäussen stood the test of both racing and qualifying when the Swiss driver set the fastest time to take pole position.

Another in with a victory chance is a revitalised Alain Michel, a victor at Silverstone back in 1978 and 1979, who is in his strongest position ever to claim his first world crown.

He set himself on course with victory in Holland but was a little disappointed

*continued on page 22*

Saturday/Sunday September 20/21 at Silverstone

## ACU BRITISH MOTORCYCLE CHAMPIONSHIP FINALS

"Thrilling race action both days with the final rounds of the Shell Oils British Championships and much, much more — don't miss it."



# RG 500. NOTHING ON THE ROAD TAKES YOU SO CLOSE TO THE GRAND PRIX EXPERIENCE.

MCN's Mat Oxley

When chief of motorcycle design, Etsuo Yokouchi, engine designer Haruo Terada, and frame specialist Mitsuru Tachikawa created the RG500 Gamma, they also created an instant legend.

And when MCN's Mat Oxley put it through its paces he nearly ran out of ink in his enthusiasm:

"...produced 95bhp and shattering performance..."

"At MIRA the RG showed that it's a real match for the 750 hotshots with a quarter mile time of 11.1 seconds..."

"...takes you far beyond the realms of normal road riding..."

"...has you frothing at the mouth before every outing..."

At the heart of this remarkable

machine is a liquid cooled, rotary disc square four – based on the works Suzuki XR45 GP motor. This very compact unit is teamed with a box section, alloy cradle frame to

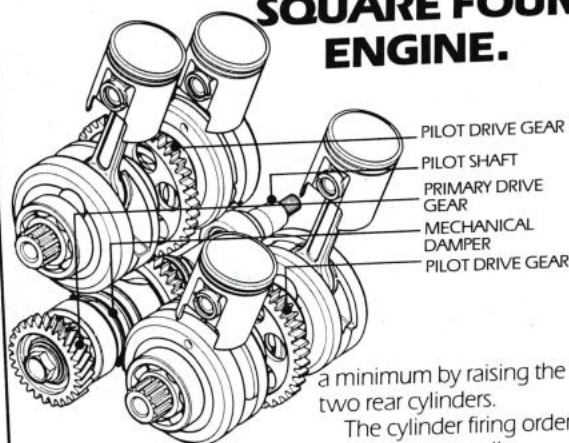
deliver a total weight of 340 lbs. (Even lighter than some 400cc machines).

Such a blistering performance deserves above average stopping power – so the RG500 is fitted with a triple disc, Deca piston braking system.

The 38mm forks have no fewer than three types of

adjustment: pre-load, air and 4-way Posi Damping Force anti-dive. But at the rear, your way is smoothed by the leech-like adhesion of Suzuki's famous full-floater suspension.

## THE SUZUKI RG500 SQUARE FOUR ENGINE.



The design of the RG500 engine owes much to the renowned RG-T series which swept all before it in a series of GP race wins.

A miracle of smoothness, compactness, durability and high performance, bore and stroke is 56mm. x 50.6mm. This short stroke has reduced the engine height and length has been kept to

a minimum by raising the two rear cylinders.

The cylinder firing order (the two diagonally opposite ones fire simultaneously) cancels out vibration and consequently, any need for a balancing mechanism.

This keeps weight down and these reductions enable a frame design which does not need to incorporate additional cumbersome reinforcement.

**SUZUKI**  
SET THE PACE



And for instant response across the entire rev range, the RG500 races ahead with Automatic Exhaust Control.

You will find so many race-bred features in the RG500 that it's easy to see why it goes, steers and handles just like a genuine GP racer.

With so much going for the RG500 is there anything to touch it? In all modesty, no.

For further proof you need travel only a short distance. To your nearest Suzuki dealer.



RG500 GAMMA £3499 inc. VAT & Car Tax

HERON A Heron International Company





when Webster prevented him from repeating the performance a week later.

"It is just my luck to have Webster starting to win when things were looking good for me," said the Frenchman who races a Yamaha powered outfit under the team Krauser banner.

"I really think Steve should let me win this time, he is much younger and has many more racing years ahead of him than me," he remarked with a smile.

But when it comes to the fast, open Silverstone circuit the current big four of sidecar racing must not get the idea they are going to have things all their own way.

Right back on form for instance, and consistently picking up championship points, is thirty-one-year-old Derbyshire driver Steve Abbott.

Steve and fellow Riddings resident

a percentage of the prize money, it's an excellent set-up."

Top mechanic George — who previously worked with Biland and the late George O'Dell, is in charge of preparing the engine while chassis specialist Terry Windle is on hand to take care of the machine parts.

"We also get support from Shell Oils and with a new chassis from Terry on the horizon and hopefully ready for testing before the end of the season things could be better," added Abbott.

The only small hiccup came at Donington Park earlier this season when the pair crashed in a Shell Oils British Championship round and 29-year-old Shaun — Steve's passenger since he started racing in 1977 — broke his left knee cap.

This ruled him out of the Dutch and

Steve who was third at Silverstone his first world championship year.

Another pair to keep an eye on are Londoners Derek Jones and Brian Ayre whose only big mistake this year was crashing at Assen in an incident that almost ended the race for Abbott as well.

As the Jones outfit looped it struck the Padgett outfit which bore a dent on the sidecar fairing to prove how close things had been.

After the incident the ever cheerful Jones remarked: "If this is going to be the way of things I shall have to fit castors to the top of the outfit."

Despite flipping completely over damage to the outfit was minimal and would have been even less if the mechanics had been a little more careful when they got it off the track.

Derek was uninjured but Brian was a fair amount of discomfort the following weekend with blood in this lung.

"Still I reckon we'll be fully fit for Silverstone," said Derek the last Britisher to win the sidecar race at the circuit in 1980. "We always make the little bit more effort at Silverstone and the LCR Seel outfit we have this year will be well suited."

With a British built Ricardo engine specially prepared for Silverstone Kent driver Derek Bayley and his live wire passenger Bryan Nixon.

The engine produced by Martin Ford Dunn, brother of former road and grass sidecar champion Bruce Ford-Dunn gives more horse power than the Yamaha engine that Bayley has used for most of the season.

"We have got to do something and the engine is a special for the British



Egbert Streur and Bernard Schnieders (above) bid for a fourth Silverstone triumph but they have to hold the mighty Rolf Biland passenger Shaun Smith found themselves without an outfit and out of the action after a disagreement with sponsor Rae Hamilton during last year's British sidecar Grand Prix that never was.

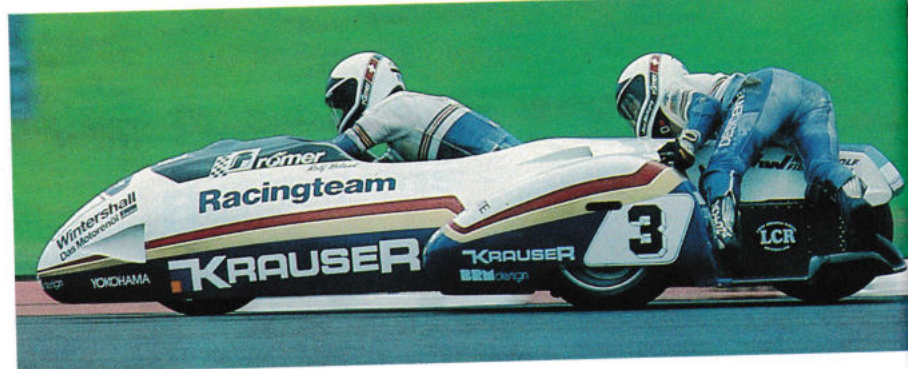
"It would have been our last ride on the Ham Yam but as it transpired we didn't even get that," said Steve.

"Rae seemed to think we were in line for another deal but we were not and when he took the outfit away we had nowhere else to go. To be honest we were not happy with the Seymaz outfit, we were under a lot of pressure and things were going from bad to worse. I was determined that we would be back in 1986 to make a fresh start and run our own team and that is just what has happened.

We have an excellent arrangement with Padgetts whom we race for this season. We make our own decisions and Peter Padgett does not interfere at all. He lent me two engines and provides the spares and in return he gets

and Kurt Waltisperg if they are to enjoy Daily Express Sidecar Grand Prix glory.

(Pics: R. Daniel)



Belgian rounds when Vince Biggs a top passenger with almost 16 years experience to his credit, took over.

"Shaun hopes to be back in action at Silverstone, if not I'm sure Vince will oblige again," said Steve in his fifth year of Grand Prix racing.

TT winner and British Champion in 1984, Steve is looking to a good result this weekend.

"I like the circuit, there is an advantage of home ground, and it has always been kind to us in the past," added

GP," he said. "The Ricardo has never lacked a good top end, the thing we are looking for is a good power range. The trouble is that with such a crowded calendar there simply is no time for testing once the season gets underway."

Looking for his best performance the season will be Nottinghamshire Barry Brindley and passenger Chris Jones who now race a Yamaha under the Fowlers of Bristol banner.

"We have had quite a lot of both





Steve Abbott and Sean Smith together with the Binghams — Dennis and Julia — aim for "home" glory.

(Pics: R. Daniel)

this year, including a cracked crankcase and then water pump failure in Belgium," said Brindley who did make seventh in Holland and tenth in Austria.

"Of course Silverstone does bring happy memories because we won the Marlboro Clubmans final there in 1981," he added.

Hoping for a change in fortunes is last year's TT winner Dave Hallam and passenger Mark Day who had troubles in Assen and Francorchamps. "The trouble is we have been running on old engine parts," said the Leicestershire driver. "All I did in Belgium was frighten myself by having to ride so hard to try and keep up with the others. After that the plan was to go home and get ready for Silverstone."

Ready to pounce with a surprise result is German/English speaking Japanese driver Masato Kumano who with German passenger Helmut Diehl has been picking up the points with a Yamaha engined outfit that features a fair amount of moto cross engine parts. And he even made third place at Assen after driving for much of the race one handed because he was not fully fit after injuring his shoulder in a crash in Germany.

Another Japanese team in with a points chance are Yoshida Kumagaya and Kazaahiko Makuichi. The Kent based crew won the European championship round at Assen but then failed to make the world championship event because of machine troubles.

Swiss brothers Markus and Urs Egloff have come into the reckoning this year with their new style LCR Seel and on the British front there is a chance of first points of the year for Dennis and Julia Bingham on their Padgett Yamaha, a top six placing for Londoner Mick Barton and passenger Fritz Buck and surely a break through for the luckless Mick Boddice who was uninjured when he crashed in the Belgian GP.

This year's Daily Express British Sidecar Grand Prix action moves forward to Saturday afternoon but don't worry if you didn't make it because the stars of three wheels will be in action again on Sunday in a full Daily Express International support race.

## Steve Webster's Silverstone view

British Sidecar Champions Steve Webster and Tony Hewitt aim to show that Yorkshire grit and determination can take them to Daily Express British Grand Prix success, the race that is the highspot to their World Championship campaign.

It is a race that Webster always looks forward to: "Silverstone is a very enjoyable circuit to race on — it's not terribly demanding physically for the driver, but you certainly need a lot of power. It requires a totally different approach from any of the other tracks on the Grand Prix calendar — because it is so wide. The skill is to make the best use of that width, keeping everything smooth. "It takes some time to learn your way around the Northamptonshire circuit. Don't turn into the corners too soon — it's very easy to get it sideways and scrub off speed. By using the full width of the track you let the outfit drift gently — then get the quickest possible exit from the turns.

"Every corner is important. If you make one turn correctly the circuit 'flows' into the next one. Get one wrong and it screws up the next few!"

So, what is it like to be in the "driving seat" — Steve gave this description of a flying lap of the 2.927 mile Grand Prix circuit.

"We come past the pits in 5th gear. I drop down to third for Copse corner then, accelerating hard up to 11,500rpm

(in each gear) I change up through the 'box to fourth and then fifth before the kink at Maggotts — then on the brakes and down to third for Becketts.

"I grab fourth as we power through Chapel Curve, then fifth and sixth (top) about halfway along the Hangar Straight.

"This is one of the fastest parts of the circuit and we're pulling 12,000rpm in top here — about 160mph — before braking hard to slow to fourth gear for Stowe.

"It's back into fifth briefly along the short straight to Club corner — which is very deceptive. It can be taken a lot

faster than you think at first. I'm in fourth gear through there and accelerating hard, into fifth at Abbey Curve then sixth for the straight going up to towards the Daily Express bridge.

"We're pulling 12,000 rpm again here (160+mph) — and it feels even faster along this stretch.

"The approach to Woodcote is very important. It's a very tricky corner that we take in fourth. It's a bit bumpy on the way in and those bumps tend to push you over to the left — and towards the grass.

"Over the finishing line, and what was that the pit signal said one minute 33 seconds — just about right . . ."

"Now for a repeat of that victory in Belgium".

Jon Reeves



(Pic: Ray Daniel)





**BEFORE ANY BMW DEALER SELLS A K100RS, HE NATURALLY TAFO**

Some go a little further than others. To the Isle of Man in the case of Nick Jefferies.

For the last 2 years, Nick has taken a brand new, absolutely standard K100RS and raced it in the 'MCN/Avon Production TT.' (Finishing 8th in 1984 and 7th in 1985.)

With an average field of some eighty machines, it's an impressive performance. Particularly when a good number of

the opposition were thinly disguised race replicas, much more at home on traffic free race tracks than on normal congested public roads.

But what is even more impressive than the final placings of these two BMWs, is their final fate.

**BMW FOR SALE - ONLY ONE  
CAREFUL PREVIOUS OWNER.**

One of Nick Jefferies' own customers

bought the 1984 motorbike, and to d enjoyed twenty thousand trouble fre muting miles.

The 1985 motorbike has also be this time to Nick's race mechanic w it as the fast but reliable sports roac was designed to be.

What other motorcycle could such faith?

Indeed, how many other mot

THE BMW K100RS COSTS £4,886. THIS PRICE, CORRECT AT TIME OF GOING TO PRESS, INCLUDES TAX AND VAT. FOR DETAILS OF CLOTHING AND ACCESSORIES AND THE NAME OF YOUR LOCAL BMW DE



TAI FOR A TEST RIDE.



and to dare you dare buy after they'd been used  
double free full blown racer?

The BMW K100RS is designed to be  
also been to its limits without needing a major  
mechanic who down after every high speed run.  
ports road to

SMOOTH SURGING POWER RATHER  
THAN UNCONTROLLABLE BURSTS.  
e could in The in-line four cylinder all-alloy engine  
is not need to be revved to the red line  
her motorcycle its full potential.

83% of its fuel injected torque is  
developed below 3,400 rpm – giving this  
light bike a 0-60 time of 3.9 seconds.

And with a computer designed fairing,  
a top speed of 137 mph is easily achieved  
(but of course only on a race track).

The aerodynamic fairing also produces  
the lowest front axle lift of any motorcycle  
in its class – and consequently, one of the  
highest levels of road holding.

The rear wheel is similarly glued to  
the tarmac by BMW's unique monolever  
suspension.

So whether you're planning a trip round  
the Isle of Man, the British Isles, or just the  
traffic island at the bottom of the street, only  
one bike will do them all justice.

The BMW K100RS.



**THE ULTIMATE RIDING MACHINE**

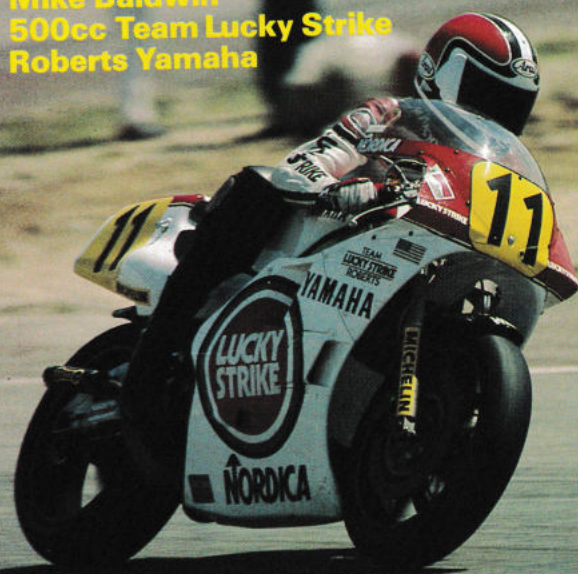






**Randy Mamola**  
500cc Team Lucky Strike Roberts Yamaha

**Mike Baldwin**  
500cc Team Lucky Strike  
Roberts Yamaha



**Shell Oils**

**1986 ET**

**Dave Petersen**  
500cc Suzuki



**Ron Haslam**  
500cc Elf Honda



**Simon Buckmaster**  
500cc Honda



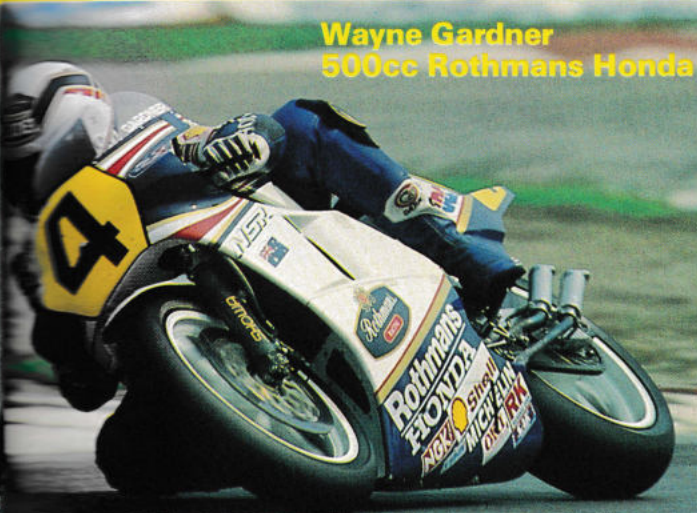


ntbf the Giants''



**Eddie Lawson — Second, 1985 British Grand Prix  
World Champion 1984  
500cc Marlboro Yamaha**

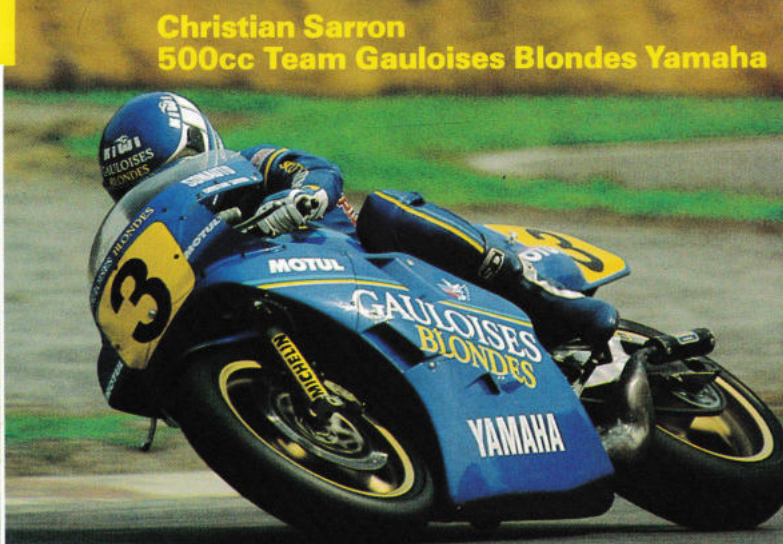
## 6 BRITISH GRAND PRIX



**Wayne Gardner  
500cc Rothmans Honda**



**Roger Burnett  
500cc Rothmans Honda Britain**



**Christian Sarron  
500cc Team Gauloises Blondes Yamaha**



**Rob McElnea  
500cc Marlboro Yamaha**

**Pictures: Ray Daniel**



# Shell Oils



## The Sign of Success.

Shell Oils are already the major oil company sponsors in motorcycle sport. Not only do we support major teams – like Skoal Bandit Heron Suzuki and Rothmans Honda – we also sponsor many leading riders and promising new riders, too.

Shell Oils is also the name behind many of the top sporting events. Like this year's Shell Oils Motorcycle Grand Prix at Silverstone – undoubtedly the

biggest event in the UK motorcycle racing calendar.

At Shell Oils we are proud of our involvement in motorcycle racing. This close association has enabled us to develop the most successful range of motorcycle oils you can buy – all formulated to help your machine perform better.

On the road or on the race track, Shell Oils is the sign of success.

**Shell Oils**

Technology you can trust





# Shell Oils

## BRITISH MOTORCYCLE GRAND PRIX

*Britain's rounds of the F.I.M. World Championships*

**Silverstone Sat/Sun, 2/3 August, 1986**

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

Sponsored by Shell Lubricants UK  
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. 01/9  
ACU Permit No. 1651

### TIMETABLE

#### Thursday, 31st July, 1986

08.00 – 09.25	Untimed Practice for 80 cc Grand Prix	13.15 – 13.50	Timed Practice for Sidecars Grand Prix
09.25 – 09.50	Untimed Practice for Sidecars Grand Prix	14.05 – 14.40	Timed Practice for 125 cc Grand Prix
09.50 – 10.15	Untimed Practice for 125 cc Grand Prix	14.55 – 15.30	Untimed Practice for 250 cc Grand Prix
10.15 – 10.40	Untimed Practice for 250 cc Grand Prix	15.45 – 16.20	Untimed Practice for 500 cc Grand Prix
10.40 – 11.05	Untimed Practice for 500 cc Grand Prix	16.35 – 17.10	Timed Practice for 80 cc Grand Prix
12.25 – 13.00	Timed Practice for 80 cc Grand Prix	17.25 – 18.00	Timed Practice for Sidecars Grand Prix

#### Friday, 1st August, 1986

09.00 – 09.35	Timed Practice for Sidecars Grand Prix	14.05 – 14.40	Timed Practice for Sidecars Grand Prix
09.50 – 10.25	Timed Practice for 80 cc Grand Prix	14.55 – 15.30	Timed Practice for 80 cc Grand Prix
10.40 – 11.15	Timed Practice for 125 cc Grand Prix	15.45 – 16.20	Timed Practice for 125 cc Grand Prix
11.30 – 12.05	Timed Practice for 250 cc Grand Prix	16.35 – 17.10	Timed Practice for 250 cc Grand Prix
12.20 – 12.55	Timed Practice for 500 cc Grand Prix	17.25 – 18.00	Timed Practice for 500 cc Grand Prix

#### Saturday, 2nd August, 1986

09.00 – 09.35	Timed Practice for 125 cc Grand Prix	
09.50 – 10.25	Timed Practice for 250 cc Grand Prix	
10.40 – 11.15	Timed Practice for 500 cc Grand Prix	
11.30 – 11.45	Untimed Practice for 750 cc Production Machines	
12.00 – 12.10	80 cc Warm-up session – untimed	
12.25 – 12.35	Sidecar Warm-up session – untimed	
13.45 – 14.20	Timed Practice for 250 cc Grand Prix	
14.35 – 15.10	Timed Practice for 500 cc Grand Prix	
15.35	<b>Shell Oils BRITISH GRAND PRIX 80 cc</b>	15 laps
16.35	<b>DAILY EXPRESS BRITISH GRAND PRIX FOR SIDECARS</b>	20 laps
17.30 – 17.45	Untimed Practice for 1300 cc Production Machines	
18.00	<b>ACU METZELER PRODUCTION MACHINE 750 cc CHAMPIONSHIP RACE</b>	10 laps
18.30 – 18.45	Untimed Practice for Sidecars	

#### Sunday, 3rd August, 1986

08.30 – 10.45	Coach Rides Round the Circuit	
09.00 – 10.45	Pit Road "Walk-About" for holders of Centre Tickets	
11.20	Parade of Flags of the Competing Nations by the Silverstone Racing School	
11.30 – 11.40	250 cc Warm-up session – untimed	
11.55 – 12.05	125 cc Warm-up session – untimed	
12.20 – 12.30	500 cc Warm-up session – untimed	
12.35	Mitsubishi Colt air display by Brian Lecomber	
13.05	Kronenbourg 1664 Royal Marines Free Fall Parachute Team	
13.20	<b>Shell Oils BRITISH GRAND PRIX 250 cc</b>	24 laps
14.20	<b>Shell Oils BRITISH GRAND PRIX 125 cc</b>	20 laps
15.20	<b>Shell Oils BRITISH GRAND PRIX 500 cc</b>	28 laps
16.20	<b>DAILY EXPRESS INTERNATIONAL SIDECAR RACE</b>	10 laps
17.00	<b>ACU METZELER PRODUCTION MACHINE 1300 cc CHAMPIONSHIP RACE</b>	10 laps





## OFFICIALS OF THE MEETING

**Patron:**  
Sir Hector Monro, AE, JP, DL, MP  
President of the Auto Cycle Union

**Head of Organisation:**  
V. Cooper

**Stewards of the Meeting:**  
(International Jury)

**FIM Delegate and President of the Jury:**  
J. P. Moreau (France)

**Appointed by the ACU:**  
V. Cooper

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

**Appointed by F.M.N.'s**  
G. Alden (Sweden)  
P. Becker (Denmark)  
J. Cabezas (Spain)  
M. Deubel (W. Germany)  
M. Foggia (Italy)  
R. Hewitt (N. Ireland)  
Mrs L. Ravaglia (Venezuela)  
J. Timmer (Netherlands)

**Clerk of the Course:**  
C. Armes

**Deputy Clerk of the Course:**  
J. Parker

**Chief Timekeeper:**  
R. T. Summerfield

**Timekeepers:**  
R. Allcock  
D. Bettinson  
Miss J. E. Clement  
M. Corfe  
E. Evans  
E. W. Fahey  
J. Gilbert  
Mrs E. A. Hamnaford  
F. J. H. Henley  
N. Hooper  
J. Keutgen  
R. J. Langdale  
R. Oates  
A. Preston  
J. G. Riding  
Mrs D. Stephenson  
Miss C. Summerfield  
J. A. Ward

**Race Recorders:**  
Mrs L. D. Almgill

**Results Computer:**  
Miss H. Armes  
Miss D. Clark

**Lap Scorers:**  
Mrs C. Pearson  
Mrs J. Thompson

**Starter:**  
D. G. Bailey

**Startline Marshals:**

M. D. Bailey  
V. C. Bailey  
S. Gee  
S. Gee  
R. Mann  
J. Manning  
R. Pope  
C. Satchwell  
P. Satchwell  
E. Taylor  
W. Thompson

**Commentators:**  
F. Clarke  
E. Dow  
N. Harris  
A. Robinson MBE

**Commentators Assistant:**  
B. R. Buttery

**Chief Technical Officer:**  
C. Moram

**Safety Officers:**  
S. Binns  
S. Mellish

**Chief Scrutineer:**  
A. Verity

**Scrutineers:**  
B. Bardsley  
S. Dennis  
S. Grainger  
M. Green  
H. Gordan  
P. Harris  
I. Hindmarsh  
D. Houghton  
S. Jackson  
A. Jelley  
V. J. Jelley  
J. Johns  
C. Rowe  
G. Saunders  
M. Seddon  
T. Shetton  
D. Verity  
S. Whymarsh

**Chief Marshal:**  
P. M. Hillaby

**Deputy Chief Marshal:**  
L. Meekings

**Assistant Chief Marshals:**  
R. Higgs

**Sector Marshals:**  
R. Burdiss  
G. Donnison  
B. Dunstan  
T. King  
S. Overy  
P. Westwick  
T. White

**Leader Board Control:**  
Mrs M. Mellish

**Chief Pit Marshal:**  
E. Curtis

**Chief Assembly Area Marshal:**  
A. Calver

**Chief Paddock Marshal:**  
G. F. Fitzpatrick

**Paddock Announcer:**  
Mrs D. Kurth-Rowe

**Safety Controller:**  
J. Higgins

**Race Communications:**  
Mrs. A. Glyn  
Mrs. P. Higgins  
Mrs. J. Milligan

**Observers:**  
K. Awcock  
J. G. Birch  
T. Harris  
J. Milligan  
D. A. Sharp  
R. W. Smith

**Chief Medical Officer:**  
Mr. G. Hadfield, FRCS

**Deputy Chief Medical Officers:**  
Mr N. Law, FRCS

**Medical Officers:**  
Dr R. Alexander  
Dr S. Barnes  
Dr A. Bowley  
Mr S. Ebbs, FRCS  
Dr S. Grice  
Dr A. Heath  
Dr M. Kinsella  
Dr A. Leach  
Dr C. Loveday  
Dr J. Mansfield  
Mr P. Richard, FRCS  
Mr J. Roxburgh, FRCS

Dr D. Watson  
Dr G. Willson

**Medical Assistant:**  
Miss P. Busby, BEM

**Chief Press Officer:**  
D. W. Fern

**Press Office:**  
Miss C. Jaggs  
J. D. Jaggs

**Vehicle Recovery:**  
Oxford Fairings Ltd  
D. Houghton  
D. Plummer

**Race Office Staff:**  
Mrs M. Armes  
Miss C. Fennell  
Miss K. Page  
Mrs B. Scivyer  
Mrs J. Symmonds

**Driver Liaison:**  
C. Mortimer

**Secretary of the Meeting:**  
D. Barnfield  
Auto-Cycle Union  
Milbuck House  
Corporation Street  
Rugby CV21 2DN

**First Aid:**  
St John Ambulance Brigade

**Incident Vehicles:**  
Silverstone Circuits Ltd.

**For Silverstone Circuits Ltd.**

**Board of Directors:**  
J. W. Brown (Chairman)  
Hon. G. D. Lascelles  
P. B. Aumonier  
H. W. Brown  
J. G. S. Sears  
G. Smith

**Circuit Director:**  
H. W. Brown

**Press and Public Relations Manager:**  
D. W. Fern



### Emergency Services:

Silverstone Circuits Emergency Services Team manned by members of the British Motor Racing Marshals Club  
Our grateful thanks go to the County Fire Officer, Mr. H. Haddock, B.A., F.I.FireE., and units of the Northamptonshire Fire Brigade, the Northampton St. John Ambulance Brigade and to all the voluntary officials without whom this meeting would not be possible.



### The AUTO-CYCLE UNION

**Patron:** H.R.H. The Prince Philip, Duke of Edinburgh, K.G., K.T.

**President:** Sir Hector Monro, AE, JP, DL, MP.

**Vice-Presidents:** Messrs. J. Anelay, B.S. Bonny, E.G. Cope, J.T. Courtney, N.E. Goss, D. Lowe, R.J. Owen, G.E. Padley, C. Wilkinson, E.A. Woods, R.F. Woods.

**Chairman of the General Council:** Mr N.E. Goss.

**Vice-Chairmen:** Messrs. K.A.R. Blampied, C. Moram, L.C. Pendergast, W.A. Smith, K. Sprayson.

**Hon. Treasurer:** Mr B. Prior.

**Secretary General:** Mr D. G. Coleman

**Road Race Committee:** Messrs V. Cooper (Chairman), C. Armes, S. Binns, P. Hillaby, S. Mellish, D. Ryder.

## An important message from Northamptonshire Police

During the period of the Motorcycle Grand Prix here at Silverstone Motor Racing Circuit from the 2nd - 4th August, 1985, 19 motorcyclists were involved in road accidents within the county of Northamptonshire.

These resulted in one rider's death, and 10 others being injured, 6 seriously.

Many of these riders did not get to see the Grand Prix.

Enjoy your day here and please ride home safely.



# CURRENT CHAMPIONSHIP POSITIONS

## WORLD CHAMPIONSHIPS

### 500cc

Eddie Lawson	99	Rob McElnea	46
Randy Mamola	86	Didier de Radigues	21
Wayne Gardner	78	Raymond Roche	18
Mike Baldwin	60	Ron Haslam	12
Christian Sarron	53	Pierfrancesco Chili	11

### 250cc

Carlos Lavado	87	Dominique Sarron	41
Sito Pons	74	Jacques Cornu	28
Toni Mang	57	Donnie McLeod	27
Jean Francois Balde	53	Fausto Ricci	24
Martin Wimmer	49	Pierre Bolle	19

### 125cc

Luca Cadalora	76	Pier Paolo Bianchi	26
Fausto Gresini	74	Lucio Pietroniro	25
Ezio Gianola	47	Willy Perez	21
Domenico Brigaglia	47	August Auinger	20
Bruno Kneubuhler	32	Johnny Wickstrom	18

### 80cc

Jorge Martinez	72	Ian McConnachie	31
Manual Herreros	59	Gerhard Waibel	29
Stefan Dorflinger	53	Pier Paolo Bianchi	29
Angel Nieto	39	J. Fischer	13
Hans Spaan	33	Juan Bolart	6

### Sidecars

Alain Michel/Jean Marc Fresc	54	Masato Kumano/Hulmeth Diehl	21
Steve Webster/Tony Hewitt	49	Rolf Biland/Kurt Waltisperg	20
Egbert Streuer/Bernie Schnieders	45	Alfred Zurbrugg/Martin Zurbrugg	20
Steve Abbott/Sean Smith and Vince Biggs	30	Derek Jones/Brian Ayres	16
Markus Egloff/Urs Egloff	27	Rolf Steinhausen/Bruno Hiller	10

### 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.



Saturday

Race 1

Start 15.35 hrs (approx)

# Shell Oils British Grand Prix

15 laps

43.91 miles

70.65 km

## F.I.M. WORLD CHAMPIONSHIP 80cc RACE

No. RIDER	MACHINE	ENTRANT	COUNTRY
1 STEFAN DORFLINGER	Krauser	Krauser Racing	Switzerland
2 JORGE MARTINEZ	Derbi	National Motor SA	Spain
3 GERD KAFKA	Krauser	—	Austria
4 MANUEL HERREROS	Derbi	National Motor SA	Spain
5 GERHARD WAIBEL	Real	Mass Real Racing Team	Switzerland
6 IAN McCONNACHIE	Krauser	—	GB
7 THEO TIMMER	Casal	Hertog Jan Sports	Netherlands
8 HENK VAN KESSEL	Krauser	Pentax Nederland	Netherlands
10 HANS SPAAN	JVM Casal	Hertog Jan Beer	Netherlands
11 JUAN BOLART	Autisa	Autisa	Spain
12 S. PREIN	To be confirmed	—	West Germany
14 SERGE JULIN	Casal	—	Belgium
15 HUBERT ABOLD	Seel	Team & Co. Promotion	West Germany
16 PIER PAOLO BIANCHI	Seel	—	Italy
17 DOMINGO GIL	Autisa	Autisa	Spain
18 SALVATORE MILANO	Krauser	—	Italy
19 RAINER KUNZ	Ziegler	—	West Germany
20 GUNTER SCHIRNHOFER	Krauser	Tschamoto Racing Team	West Germany
21 JOS VAN DONGEN	Krauser	—	Netherlands
22 R. KOBERSTEIN	To be confirmed	—	West Germany
24 CEES BESSELING	P. Mol	Stg Wegraces Venhuizen	Netherlands
26 M. KOMU	To be confirmed	—	Finland
27 OTTO MACHINEK	Casal	—	Austria
29 REINER SCHEIDHAUER	Seel	RS Rallye Motorsport Handels GmbH	Austria
30 ANGEL NIETO	To be confirmed	National Motor SA	Spain
31 JOSEF FISCHER	Krauser	Krauser Racing	West Germany
32 L. M. REYES	Autisa	Autisa	Spain
33 FELIX RODRIGUEZ	Autisa	Autisa	Spain
34 STEVE MASON	To be confirmed	—	GB
35 STEVE LAWTON	Eberhardt	—	GB
36 JOHN CRESSWELL	Lusuardi	—	GB
37 RENE DUNKI	Krauser	LHKE-Racing	Switzerland
38 STEVAN BRAEGGER	Casal	—	Switzerland
39 AAD WIJSMAN	Special 80	—	Netherlands
40 BERTUS GRINWIS	Krauser	—	Netherlands
41 CHRIS BAERT	Seel	—	Belgium
42 THOMAS A. ENGL	Engl	Esch Racing Team	West Germany
43 JAMIE WHITHAM	Wicks	—	GB
44 TERHO KAUMANEN	Casal	—	Finland
45 FRANCISCO TORRONTGUI	JJ Cobas	JJ Cobas	Spain
46 DENNIS BATCHELOR	Krauser	—	GB
47 JAN VANECEK	To be confirmed	—	Czechoslovakia
48 WILCO ZEELNBERG	Casal	H. H. Wooning	Netherlands
49 RICHARD BAY	Ziegler	—	West Germany
50 REINER KOSTER	LCR Kroko	Kroko Racing Team	Switzerland
51 MICHAEL McGARRITY	MBA	Bill Smith Racing	N. Ireland
52 JAN VERHEUL	JVM	Eurol Oil — NL	Netherlands
53 HANS KOOPMAN	Ziegler	Nolan	Netherlands
54 STUART EDWARDS	Casal	—	GB
55 PAOLO PRIORI	Lusuardi	—	Italy

### RESULTS

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

Be first with the news  
and all the talking points

# Shell Oils British Grand Prix







Saturday

Race 2

Start 16.35 hrs (approx)



**DAILY  
EXPRESS**

20 laps

58.54 miles

94.20 kms

## British Grand Prix for Sidecars F.I.M. WORLD CHAMPIONSHIP RACE

No. RIDER/PASSENGER	MACHINE	ENTRANT	COUNTRY
2 1 EGBERT STREUER/BERNARD SCHNIEDERS	LCR Yamaha 500	Barclay	Netherlands
1 31 ROLF BILAND/KURT WALTISPERG	Krauser 500	Krauser Racing	Switzerland
4 STEVE WEBSTER/TONY HEWITT	Fowler/Seward LCR 500	Paul Seward	GB
52 ALFRED ZURBRUEGG/MARTIN ZURBRUEGG	LCR 500	Zurbruegg Racing Team	Switzerland
62 MASATO KUMANO/HELMUT DIEHL	Toshiba Yamaha 500	—	West Germany
3 71 ALAIN MICHEL/JEAN-MARC FRESCH	Krauser 500	Krauser Racing	France
83 STEVE ABBOTT/SHAUN SMITH VINCE BIGGS	Windle Yamaha 500	Padgetts of Batley	GB
92 MARCUS EGLOFF/URS EGLOFF	LCR Yamaha 500	Wintershall Racing Team	Switzerland
106 MICK BARTON/FRITZ BUCK GRAEME COSE	LCR Yamaha 500	Capital Van Truck Car Hire	GB
113 DEREK JONES/BRIAN AYRES	Seel LCR 500	Marshall Whitlam Racing	GB
12 3 FRANK WRATHALL/KERRY CHAPMAN	LCR Yamaha 500	Stoppers	GB
14 DENNIS BINGHAM/JULIA BINGHAM	Padgett LCR 500	Padgetts of Batley	GB
155 BARRY BRINDLEY/CHRIS JONES	Sabre Windle 500	Fowlers D/T	GB
16 HANS HUEGLI/MARKUS FAHRNI	LCR 500	—	Switzerland
175 ROLF STEINHAUSEN/BRUNO HILLER	Busch 500	—	West Germany
186 LOWRY BURTON/PAT CUSHANHAN JEFF LEITCH	Ironside Yamaha 500	Bran Bardsley	N. Ireland
192 DEREK BAYLEY/BRYAN NIXON	LCR Ricardo 500	David Brown Racing	GB
203 GRAHAM GLEESON/DAVID ELLIOTT IAN COLQUHOUN	LCR Yamaha 500	Bran Bardsley	New Zealand
21A WOLFANG STROPEK/H. PETER DEMLING	LCR 500	—	Austria
22 AMEDEO ZINI/CARLO SONAGLIA	LCR Yamaha 500	Sidecar Corse	Italy
234 RENE PROGIN/YVAN HUNZIKER	Seymaz 500	—	Switzerland
244 THEO VAN KEMPEN/GERAL DE HAAS	LCR Yamaha 500	Ringelberg	Netherlands
255 MICK BODDICE/T.B.A. DON WILLIAMS	LCR Yamaha 500	Bran Bardsley	GB
266 RAY GARDNER/TONY STREVS	LCR 500	—	GB
27 DAVE HALLAM/MARK DAY	LCR 500	—	GB
28 LUIGI CASAGRANDE/HANS-RUDOLF EGLI	LCR 500	Hanni Racing Team	Switzerland
29A BERND SCHERER/WOLFGANG GESS	BSR 500	MSC Rottenburg	West Germany
30 CLIVE STIRRAT/SIMON PRIOR	BLR 500	—	GB
31 JUDD DREW/RICHARD DUMBLE	BLR 500	Langcourt Ltd — Cylinder Repairs	GB
32 GARY THOMAS/GEOFF WHITE	LCR 500	Bearing Service Ltd.	GB
33 WERNER KRAUS/OLIVER SCHUSTER	Busch 500	—	West Germany
34 CHRISTIAN GRAF/RUFOLF AMMANN	LCR Yamaha 500	Hanni Racing Team	Switzerland
35 JACQUES HERIOT/JEAN-LOUIS HERIOT	Yamaha 500	—	France
386 YOSHISADA KUMAGAYA/K. MAKIUCHI	LCR Yamaha 500	—	GB
39 JOHN EVANS/GEOFF WILBRAHAM	LCR 500	—	GB
41 ERWIN WEBER/KLAUS KOLB	LCR 500	—	W. Germany
42 AXEL VON BERG/THOMAS BOTTCHE	Busch 500	—	W. Germany

Lap Record: Rolf Biland/Kurt Waltisperg (LRC Krauser)  
Race Record: Egbert Streuer/Bernard Schnieders (Yamaha)

1 min. 32.01 secs. 114.52 mph 184.30 km  
31 mins. 10.21 secs. 112.68 mph 181.34 km

### RESULTS

1st. 1	Time 31.14.8	Speed 112.40
2nd. 4	3rd 9	4th 5
5th 6	6th 11	7th 12
8th 20	9th 23	10th 10
Fastest lap: No 1	Time 1.31.6	Speed 114.98

Be first with the news  
and all the talking points

**Shell Oils**

**British Grand Prix**



[illegible]

**Awards:**

S. Frs. 11th to 15th 2,100 S. Frs. 16th to 20th 1,700 S. Frs. 21st to 25th 1,250 S. Frs.

**Priority tuning to RADIO SILVERSTONE** 1602 Kilohertz  
Medium Wave



Saturday

Race 3

Start 18.00 hrs (approx)

ACU



**METZELER**

10 laps

29.27 miles

47.10 km

## PRODUCTION MACHINE CHAMPIONSHIP 750cc RACE

No.	RIDER	MACHINE	ENTRANT	TOWN
1	TREVOR NATION	Suzuki 750	New Garage, Salisbury	Tidworth
2	PHIL MELLOR	Suzuki 750	—	Huddersfield
3	RICHARD SCOTT	Honda VFR 750	—	Chiswick
4	ERIC McFARLANE	Suzuki GSXR 750	—	Co. Durham
5	GEOFF JOHNSON	HGB Honda 750	HGB Motorcycles	Richmond
6	IAN GREEN	CTC Suzuki GSXR 750	CTC Computers	Tiptree
7	GRAHAM GRUBB	Suzuki 750	—	Hayes
8	ANDY GREEN	CTC Suzuki GSXR 750	CTC Computers	Tiptree
9	GORDON ALLOTT	Yamaha 750	Mark One Racing	Doncaster
10	KEN DOBSON	Honda 750	Hawes Signs	Hayes
11	RICHARD ROSE	Suzuki 750	Chell Instruments Ltd	Ware
12	GRAHAM BROWN	Honda 750	—	Stevenage
14	JOHN SWINGLER <i>K-I RONS</i>	Suzuki 750	Twistgrip Motorcycles	Nottingham
15	STEVE PARRISH	Yamaha 750	Loctite Yamaha	Royston
16	KEVIN HUGHES	Honda 750	F.R. Marriott	Gwynedd
17	KEITH HUEWEN	Suzuki 750	SDC Builders	Wollaston
18	IAIN DUFFUS	Yamaha FZ750	Big Country	Kirkcaldy
19	GLEN WILLIAMS	Suzuki GSXR 750	David Brown Racing	Ashford
20	ALAN BATSON	Suzuki GSXR 750	—	Aylesbury
21	PETER ASHBOLT	Honda 750	—	Romford
22	DES BARRY	Scotts Honda 750	Des Barry Racing	Bedford
23	DAVID BROWNE	Suzuki 750	—	N. Humberside
24	BRIAN MORRISON	Suzuki GSXR 750	Drummond Motors	Kirkcaldy
25	HOWARD SELBY	Suzuki GSXR 750	—	Northberwick
26	ROGER HURST	Yamaha 750	Darvill Constructions	Aylesbury
27	MARK PLATO	Suzuki 750	—	Romford
28	GRAHAM MARCHANT	Yamaha 750	Ace Cinema	Tonbridge
29	TONY THOMPSON	Suzuki GSXR 750	Team Centaur	Cranwell
30	JOHN McNICHOLL	Suzuki 500	—	Rickmansworth
31	JONATHON HOLMES	Suzuki 750	Davlyn Builders	Nottingham
32	NICK LYNN	Honda VFR 750	TNT Couriers	East Molesey
33	IAN MARTIN	Suzuki 750	—	S. Humberside
34	MARK BULLEN	Suzuki GSXR 750	Streetbike/Superbike	Wolverhampton
35	NICK RAILTON	Suzuki 750	—	Stevenage
36	JOHN RAYBOULD	Suzuki 750	Motorcycle Mart, Kidderminster	West Midlands
37	COLIN McVITTIE	Yamaha 750	RAF MSA	Grimsby
38	SIMON SLOAN	Suzuki 750	Chubb Fire	Maidenhead
39	KEVIN MAWDSLEY	Suzuki GSXR 750	—	Lichfield
40	PERRY GOLDSTEIN	Suzuki 500	Streetfinders	London
41	KEVIN PANTRY	Suzuki 750	—	Norwich
42	LINDSAY EDWARDS	Suzuki GSXR 750	Flexible Hose Supplies	Corby
43	IAN CUNNINGTON	Yamaha 750	—	Newmarket
44	JOHN WILLIAMS	Suzuki GSXR 750	Bill Smith Motors	Wirral
45	PAT WILDING	Yamaha FZ750	—	Camberley
46	NIGEL WALLIS	Suzuki 750	Bill Smith Motors	Chester
47	DAVID DRAPER	Yamaha 750	—	Oakley
48	DAVID PICKWORTH	Honda VFR 750	Powerbiking	Bagshot
49	MICK SEARLE	Yamaha 750	—	Scarborough
50	NEW ANDRONE			

### RESULTS

1st	2	Time	16.49.92	Speed	104.37
2nd	3	3rd	14	4th	6
5th	27	6th	5	7th	24
8th	15	9th	31	10th	10, 25.7
Fastest lap: No		Time		Speed	

Be first with the news  
and all the talking points

**Shell Oils**

**British Grand Prix**



**Priority tuning to RADIO SILVERSTONE** 1602 Kilohertz  
Medium Wave

[illegible]

**Awards:**

1st £200 and the Metzeler Trophy  
2nd £150 and the Metzeler Trophy  
3rd £100 and the Metzeler Trophy  
4th £80. 5th £70. 6th £50. 7th £40. 8th £30. 9th £20. 10th £10.

## 1602 Kilohertz Medium Wave



Sunday  
Race 4  
Start 13.20 hrs (approx)

**Shell Oils**

**British Grand Prix**

24 laps  
70.25 miles  
113.04 kms

# F.I.M. WORLD CHAMPIONSHIP 250cc RACE

No.	RIDER	MACHINE	ENTRANT	COUNTRY
2	ANTON MANG	Honda	Rothmans Honda	West Germany
3	CARLOS LAVADO	Yamaha	HB-Venemotos	Venezuela
4	MARTIN WIMMER	Yamaha	Yamaha Marlboro Team Agostini SRL	West Germany
5	FAUSTO RICCI	Honda	MC Bielle Roventi	Italy
6	LORIS REGGIANI	Aprilia	Team Aprilia	Italy
7	ALAN CARTER	JJ Cobas	JJ Cobas	GB
8	MANGRED HERWEH	Aprilia	HB-Team 250	West Germany
9	REINHOLD ROTH	HB-Honda	HB-Romer Racing Team	West Germany
10	JACQUES CORNU	Honda	Team Parisienne-Elf	Switzerland
11	PIERRE BOLLE	Parisienne	Team Parisienne-Elf	Switzerland
12	CARLOS CARDUS	Honda	Camps-Honda	Spain
14	JEAN-MICHEL MATTIOLI	Yamaha	—	France
15	DONNIE McLEOD	Armstrong	Silverstone-Armstrong	GB
17	JEAN FRANCOIS BALDE	Honda	Racing Team Katayama	France
19	SITO PONS	Honda	Camps-Honda	Spain
20	MASSIMO MATTEONI	Honda	Nuovo Moto Club	Italy
22	BRUNO BONHUIL	Honda	Motor Team Development	France
23	SIEGFRIED MINICH	Honda	Honda Racing Team	Austria
25	HARALD ECKL	HB Honda	HB Romer Racing Team	West Germany
28	LUIS LAVADO	Yamaha	FMV	Venezuela
31	DOMINIQUE SARRON	Honda NSR	Rothmans Honda	France
32	MAURIZIO VITALI	Garelli	Team Italia Garelli	Italy
33	TADAHIKO TAIRA	Yamaha	Yamaha Marlboro Team Agostini	Japan
34	VINGINIO FERRARI	Honda	Racing Team Katayamas	Italy
35	STEPHANE MERTENS	Yamaha	Johnson Team Total	Belgium
36	STEFANO CARACCHI	Aprilia	Team Aprilia	Italy
37	OSAMU HIWATASHI	Honda NSR	—	Japan
38	NIALL MACKENZIE	Armstrong	Silverstone-Armstrong	GB
39	HANS BECKER	Romero Yamaha	Dieter Braun PVM Levior Team	West Germany
40	IVAN PALAZZESE	Rotax	EMV	Venezuela
41	ROLAND FREYMOND	Yamaha	Hostettler-Yamaha	Switzerland
42	J. FORAY	Chevallier Yamaha	—	France
43	ERIC DE DONCKER	Honda	Dholda Racing Team	Belgium
44	CEES DOORAKKERS	HDJ Honda	HDJ Heating Systems	Netherlands
45	HERBERT BESENDORFER	Yamaha	Werberger Konservenfabrik Koch KG	West Germany
46	GARY NOEL	EMC	—	GB
47	PAOLO FERRETTI	Rotax	—	Italy
49	STEVE CHAMBERS	Yamaha	Leese's Haulage	GB
50	ANDY WATTS	EMC	EBC Brakes	GB
51	MAR SCHOUTEN	HDJ Honda	HDJ Heating Systems	Netherlands
52	IAN NEWTON	Honda	Bill Smith Motors	GB
54	HANS LINDNER	To be confirmed	—	Austria
55	J. GUIGNABODET	MIG	MIG	France
56	SVEND ANDERSSON	Yamaha	—	Denmark
57	GERARD VAN DE WAL	Assmex	Racing Team Docshop	Netherlands
58	MIGUEL GONZALEZ	Yamaha	FMV	Venezuela
59	PETER HUBBARD	Keppel Rotax	Keppel Racing	GB
60	TONY HEAD	Armstrong	Frettons of Coventry	GB
61	KEVIN MITCHELL	Yamaha	John Davies Cars	GB
62	CHRISTIAN BOUDINOT	JJ Cobas	—	France
63	JEAN-LOUIS TOURNADRE	Yamaha	—	France

Lap Record: Christian Sarron (Yamaha)  
Race Record: Christian Sarron (Yamaha)

1 min. 33.40 secs. 112.81 mph 181.55 kmh  
38 mins. 03.90 secs. 110.72 mph 178.19 kmh

## RESULTS

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

Be first with the news  
and all the talking points

**Shell Oils**

**British Grand Prix**







Sunday

Race 5

Start 14.20 hrs (approx)

**Shell Oils**

**British Grand Prix**

20 laps

58.54 miles

94.20 kms

# F.I.M. WORLD CHAMPIONSHIP 125cc RACE

No.	RIDER	MACHINE	ENTRANT	COUNTRY
1	FAUSTO GRESINI	Garelli	Team Italia Garelli	Italy
2	PIER PAOLO BIANCHI	Seel	—	Italy
3	AUGUST AUINGER	Castrol-Bartol	Jim Beam Team	Austria
4	EZIO GIANOLA	MBA	—	Italy
5	BRUNO KNEUBUEHLER	LCR	—	Switzerland
6	DOMENICO BRIGAGLIA	Ducados	Moto Ducados Pileri	Italy
7	J. SELINI	MBA	—	France
8	JUSSI HAUTANIEMI	MBA	Rukka Ltd.	Finland
9	LUCIO PIETRONIRO	MBA	Johnson Team	Belgium
10	OLIVIER LIEGEOIS	Assmex ASX	Assmex ASX	Belgium
11	JOHNNY WICKSTROM	Tunnri	Silja Line	Finland
12	ALFRED WAIBEL	Real	Massa Real Racing Team	West Germany
14	WILLY PEREZ	Zanella	Moto Club Torreggiana	Argentina
15	GIUSEPPE ASCAREGGI	Elit	—	Italy
16	ANGEL NIETO	Ducados	Moto Ducados Pileri	Spain
17	THIERRY FEUZ	MBA-LCR	Wintershall Racing Team	Switzerland
18	GASTONE GRASSETTI	MBA	Team Italia	Italy
19	A. STADLER	To be confirmed	—	West Germany
20	H. OLSSON	To be confirmed	—	Sweden
21	PAOLO CASOLI	MBA	Team Delirio	Italy
22	LUCA CADOLORA	Garelli	Team Italia Garelli	Italy
23	ANDRES SANCHEZ	MBA	—	Spain
24	WILLI HUPPERICH	Seel	Zwafink & Wilbers Racing	West Germany
25	ESA KYTOLA	To be confirmed	—	Finland
26	MIKE LEITNER	LCR-Bartol	EMCO Sports Team	Austria
27	MICHAEL McGARRITY	MBA	Bill Smith Racing	N. Ireland
30	FERNANDO GONZALEZ	MBA	—	Spain
31	MANUEL HERNANDEZ	Beneti	—	Spain
32	JAQUES HUTTEAU	MBA	—	France
33	M. ESCUDIER	MBA	—	France
34	PATRICK DAUDIER	PMDf	PMDf	France
35	ANTON STRAVER	Jong-MBA	Johan Jong	Netherlands
36	BOY VAN ERP	MBA	CT Holland	Netherlands
37	JAN EGGENS	EGA-LCR	Rem-en Frictie Service Eggens	Netherlands
38	ROBIN APPELYARD	MBA	Colin Appleyard M/Cs	GB
39	STEVE MASON	MBA	Massey Gateway	GB
40	IAN McCONNACHIE	MBA	—	GB
41	SHAUN SIMPSON	MBA	—	GB
42	DAVID LOWE	MBA	—	GB
43	ERIC GIJSEL	MBA	Erixhonda Racing	Belgium
44	KARL DAUER	MBA	Wintex	Austria
45	WILLIE LUCKE	MBA	RS Rallye Sport Motorsport Handels GmbH	West Germany
46	TON SPEK	MBA	—	Netherlands
47	JAMIE WITHAM	To be confirmed	—	GB
48	PETER BALAZ	MBA	—	Czechoslovakia
53	KEN BECKETT	MBA	—	N. Ireland
54	ALLAN SCOTT	EMC	Ehrlich Automotive	USA
55	IVAN TROISI PINEDA	MBA	FMV	Venezuela
56	BADY HASSAINE	MBA Special	—	Algeria
57	FRANCISCO TORRONTGUEI	JJ Cobas	JJ Cobas	Spain
59	ROB MILTON	MBA	—	GB

Lap Record: Angel Nieto (Garelli)  
Race Record: Angel Nieto (Garelli)

1 min. 38.41 secs. 107.07 mph 172.31 kph  
33 mins. 30.90 secs. 105.04 mph 169.04 kph

## RESULTS

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

Be first with the news  
and all the talking points

**Shell Oils**

**British Grand Prix**







Sunday

Race 6

Start 15.20 hrs (approx)

**Shell Oils**

**British Grand Prix**

28 laps

81.96 miles

131.88 kms

**F.I.M. WORLD CHAMPIONSHIP 500cc RACE**

No.	RIDER	MACHINE	ENTRANT	COUNTRY
2	EDDIE LAWSON	Yamaha	Yamaha Marlboro Team Agostini SRL	USA
3	CHRISTIAN SARRON	Yamaha YZR	Team Gauloises Blondes Yamaha	France
4	WAYNE GARDNER	Honda NSR	Honda Racing Corp.	Australia
5	RON HASLAM	Elf-Honda	Team Elf-ROC	GB
6	RANDY MAMOLA	Yamaha	Team Lucky Strike Roberts	USA
7	RAYMOND ROCHE	Honda	Racing Team Katayama	France
8	DIDIER DE RADIGUES	Honda	Rollstar Honda Racing Team	Belgium
9	ROB McELNEA	Yamaha	Yamaha Marlboro Team Agostini	GB
10	BOET VAN DULMEN	PDM Honda	PDM Chrome Tapes	Netherlands
11	MIKE BALDWIN	Yamaha	Team Lucky Strike Roberts	USA
16	JUAN GARRIGA	Cagiva	Cagiva	Spain
17	PIER FRANCESCO CHILI	Suzuki	—	Italy
18	MARCO PAPA	Honda	—	Italy
19	SHUNJI YATSHUSHIRO	Honda	HRC-Moriwaki	Japan
20	MARCO GENTILE	Honda Fior	Ecurie Fior	Switzerland
23	FABIO BILIOTTI	Honda RS	Team Italia	Italy
26	DAVE PETERSEN	Suzuki	—	Hong Kong
29	WOLFGANG VON MURALT	Suzuki	Frankonia-Suzuki	Switzerland
30	ROGER BURNETT	Rothmans Honda	Rothmans Honda Britain	GB
31	SIMON BUCKMASTER	Honda	Duckhams Oils	GB
32	DAVID GRIFFITH	Suzuki	Gateford Motors	GB
33	PAUL LEWIS	Heron Suzuki	Skoal Bandit Heron Suzuki	Australia
34	ROB PUNT	Honda	—	Netherlands
35	MILE PAJIC	Honda	Sticgting Netherlands Racing Team	Netherlands
36	MANFRED FISCHER	HG 500	Hein Gericke Racing	West Germany
37	ANDREA LEUTHE	Honda	—	Luxembourg
38	PHILIPPE ROBINET	Fior-CPR	Fior-CPR	France
39	HENK VAN DE MARK	PDM Honda	PDM Chrome Tapes	Netherlands
40	DENNIS IRELAND	To be confirmed	—	New Zealand
41	KENNY IRONS	Yamaha	Loctite Yamaha	GB
43	ROGER MARSHALL	Rothmans Honda	Rothmans Honda Britain	GB
44	JOSEF DOPPLER	Honda RS	HRC Grieskirched	Austria
45	DIETMER MAYER	Honda	—	West Germany
46	GARY LINGHAM	O'Kane Suzuki	P. J. O'Kane	GB
47	NIALL MACKENZIE	Suzuki	Heron Suzuki	GB
48	MAARTEN DUYZERS	HDJ Suzuki	HDJ Sportswear	Netherlands
50	LARS JOHANSSON	Suzuki RGB	—	Sweden
52	ALAN JEFFERY	Suzuki	—	GB
53	TREVOR NATION	Suzuki	New Garage, Salisbury	GB
54	DES BARRY	Honda	Des Barry Racing	GB
55	LEANDRO BECHERONI	Honda	—	Italy
56	HELMUT SCHUTZ	Honda	RS Rallye Sport Motorsport Handels	W. Germany
57	BARRY WOODLAND	Suzuki	Heron Suzuki	GB
58	HENNIE BOERMAN	Assmex	Racing Team Docshop	Netherlands
59	CHRISTIAN LELIARD	Elf-Honda	Team Elf-Roc	France
61	RAY SWANN	Suzuki	Aldridge Racing	GB
62	JOHN BRINDLEY	To be confirmed	—	GB

Lap Record: Kenny Roberts (Yamaha)

Race Record: Randy Mamola (Honda)

1 min. 28.20 secs.

119.47 mph

192.27 kmh

42 mins. 18.64 secs.

116.22 mph

187.04 kmh

**RESULTS**

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

Be first with the news  
and all the talking points

**Shell Oils**

**British Grand Prix**



28 laps  
6 miles  
8 kms

TRY

lia

n

lands

rland

Kong  
rland

lia

lands

lands

Germany  
bourg

lands

eland

a

Germany

lands

n

rmany

lands

e

2.27 km

7.04 km

### Awards:

1st 14,850 S. Frs. and a Trophy

2nd 11,650 S. Frs. and a Trophy

3rd 8,600 S. Frs. and a Trophy

4th 6,900 S. Frs. 5th 4,900 S. Frs. 6th 3,950 S. Frs. 7th 3,550 S. Frs. 8th 3,200 S. Frs. 9th 3,000 S. Frs. 10th 2,900

S. Frs. 11th to 15th 2,650 S. Frs. 16th to 36th 2,000 S. Frs.

Primary tuning to **RADIO SILVERSTONE** 1602 Kilohertz  
Medium Wave



Sunday  
Race 7  
Start 16.20 hrs (approx)



**DAILY  
EXPRESS**

10 laps  
29.27 miles  
47.10 kms

## INTERNATIONAL SIDECAR RACE

No.	RIDER/PASSENGER	MACHINE	ENTRANT	COUNTRY
4	STEVE WEBSTER/TONY HEWITT	Fowler/Seward LCR 500	Paul Seward	GB
6	MASATO KUMANO/HELMUT DIEHL	Toshiba Yamaha 500	—	West Germany
7	ALAIN MICHEL/JEAN-MARC FRESC	Krauser 500	Krauser Racing	France
8	STEVE ABBOTT/SHAUN SMITH	Windle Yamaha 500	Padgetts of Batley	GB
12	FRANK WRATHALL/KERRY CHAPMAN	LCR Yamaha 500	Stoppers	GB
14	DENNIS BINGHAM/JULIA BINGHAM	Padgett LCR 500	Padgetts of Batley	GB
15	BARRY BRINDLEY/CHRIS JONES	Sabre Windle 500	Fowlers D/T	GB
17	ROLF STEINHAUSEN/BRUNO HILLER	Busch 500	—	West Germany
18	LOWRY BURTON/PAT CUSHANHAN	Ironside Yamaha	Brian Bardsley	N. Ireland
19	DEREK BAYLEY/BRYAN NIXON	LCR Ricardo 500	David Brown Racing	GB
20	GRAHAM GLEESON/DAVID ELLIOTT	LCR Yamaha 500	Bran Bardsley	New Zealand
21	WOLFGANG STROPEK/H. PETER DEMLING	LCR 500	—	Austria
24	THEO VAN KEMPEN/GERAL DE HAAS	LCR Yamaha 500	Ringelberg	Netherlands
25	MICK BODDICE/CHAS BIRKS	LCR Yamaha 500	Bran Bardsley	GB
26	RAY GARDNER/TONY STREVEVS	LCR 500	—	GB
27	DAVE HALLAM/MARK DAY	LCR 500	—	GB
29	BERND SCHERER/WOLFGANG GESS	BSR 500	MSC Rottenburg	West Germany
30	CLIVE STIRRAT/SIMON PRIOR	BLR 500	—	GB
31	JUDD DREW/RICHARD DUMBLE	BLR 500	Langcourt Ltd — Cylinder Repairs	GB
32	GARY THOMAS/GEOFF WHITE	LCR 500	Bearing Service Ltd.	GB
35	JACQUES HERIOT/JEAN-LOUIS HERIOT	Yamaha 500	—	France
38	YOSHISADA KUMAGAYA/K. MAKIUCHI	LCR Yamaha 500	—	GB
39	JOHN EVANS/GEOFF WILBRAHAM	LCR 500	—	GB
43	DENNIS HOLMES/STEPHEN BAGNALL	Yamaha	D. H. Autos	GB
50	WARWICK NEWMAN/EDDIE YARKER	Ireson Yamaha	Cradley Heath Kawasaki	GB
51	STEWART RICH/STEVE GROVES	Yamaha	—	GB
52	DICK HAWES/EDDY KIFF	Yamaha	—	GB
53	MIKE BURCOMBE/STEVE PARKER	Yamaha	—	GB
54	DENNIS KEEN/ROBERT PARKER	Yamaha	—	GB
55	MICK TURRELL/BRIAN BARLOW	Yamaha	—	GB

Lap Record: Rolf Biland/Kurt Waltisperg (LRC Krauser)

1 min. 32.01 secs.

114.52 mph

184.30 km/h

### RESULTS

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

Be first with the news  
and all the talking points

**Shell Oils**

**British Grand Prix**







Sunday  
Race 8  
Start 18.00 hrs (approx)



**METZELER**

10 laps  
29.27 miles  
47.10 kms

## PRODUCTION MACHINE CHAMPIONSHIP 1300cc RACE

No.	RIDER	MACHINE	ENTRANT	TOWN
1	TREVOR NATION	Suzuki 1100	New Garage, Salisbury	Tidworth
2	PHIL MELLOR	Suzuki 1100	—	Huddersfield
3	BRIAN MORRISON	Suzuki GSXR 1100	Drummond Motors	Kirkcaldy
4	GLEN WILLIAMS	Suzuki GSXR 1100	David Brown Racing	Ashford
5	GEOFF JOHNSON	GT Suzuki	GT Motorcycles	Richmond
6	IAIN DUFFUS	Suzuki GSXR 1100	Big Country	Kirkcaldy
7	ROB SHEPHERD	Suzuki GSXR 1100	—	Kirkcaldy
8	BARRY WOODLAND	Suzuki	Heron Suzuki	Amersham
9	JOHN SWINGLER	Kawasaki 900	Twistgrip Motorcycles	Nottingham
10	TONY THOMPSON	Suzuki 1100	Team Centaur	Lincoln
11	DAVID BROWN	—	—	N. Humberside
12	IAN WILSON	Kawasaki 1000	Powerbiking	Leighton Buzzard
14	PETER DAVIES	Suzuki 1100	Kawasaki City (Team Pink)	Birmingham
15	STEVEN BONHOMME	Suzuki 1100	—	Maidenhead
16	KEITH HUEWEN	Suzuki 1100	SDC Builders	Wollaston
17	PETER ASHBOLT	Kawasaki 1000	—	Romford
18	JEFF DONOVAN	Suzuki GSXR 1100	—	Carshalton
19	STEVE PARRISH	Yamaha	Loctite Yamaha	Royston
20	ALAN BATSON	Suzuki GSXR 1100	—	Aylesbury
21	CHRIS THOMAS	Suzuki 1100	—	Edgeware
22	RAY KNIGHT	Suzuki 1100	—	Lingfield
23	PAUL CATTERALL	Suzuki 1100	—	Formby
24	JOHN McNICHOLL	Suzuki 1100	—	Rickmansworth
25	NICK LYNN	Kawasaki GPZ 900 R	TNT Couriers	East Molesey
26	IAN LOWSON	Kawasaki 900	North Sport Motorcycles	Stockton-on-Tees
27	CHRIS HOPES	Kawasaki 900	North Sport Motorcycles	Stockton-on-Tees
28	DAVID PICKWORTH	Suzuki GSXR 1100	Powerbiking	Bagshot
29	KEITH SANDERSON	Suzuki 1100	—	Leicester
30	ANDY JESSOP	Laverda 1000	—	Milton Keynes
31	LINDSAY EDWARDS	Kawasaki GPZ 900	Flexible Hose Supplies	Corby
32	DAVID DRAPER	Kawasaki 900	—	Oakley

### RESULTS

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

Be first with the news  
and all the talking points

**Shell Oils**

**British Grand Prix**



[illegible]

**Awards:**

1st £200 and the Metzeler Trophy  
2nd £150 and the Metzeler Trophy  
3rd £100 and the Metzeler Trophy  
4th £80. 5th £70. 6th £50. 7th £40. 8th £30. 9th £20. 10th £10.

**Priority tuning to RADIO SILVERSTONE** 1602 Kilohertz  
Medium Wave



# 1986 WORLD CHAMPIONSHIP GRANDS PRIX

## Results so far:

### SPANISH GRAND PRIX - May 4th - Jarama

<b>500cc</b>		
1. Wayne Gardner (Honda)		81.54 mph
2. Eddie Lawson (Yamaha)		
3. Mike Baldwin (Yamaha)		
Fastest Lap: Wayne Gardner	1 min. 29.35 secs.	82.92 mph
<b>250cc</b>		
1. Carlos Lavado (Yamaha)		80.02 mph
2. Antong Mang (Honda)		
3. Sito Pons (Honda)		
Fastest Lap: Martin Wimmer	1 min. 31.05 secs.	81.38 mph
<b>125cc</b>		
1. Fausto Gresini (Garelli)		75.97 mph
2. Domenico Brigaglia (MBA)		
3. Ezio Gianola (MBA)		
Fastest Lap: Fausto Gresini	1 min. 35.47 secs.	77.61 mph
<b>80cc</b>		
1. Jorge Martinez (Derbi)		73.37 mph
2. Angel Nieto (Derbi)		
3. Manuel Herreros (Derbi)		
Fastest Lap: Jorge Martinez	1 min. 38.50 secs.	75.22 mph

### ITALIAN GRAND PRIX - May 18th - Monza

<b>500cc</b>		
1. Eddie Lawson (Yamaha)		116.26 mph
2. Randy Mamola (Yamaha)		
3. Mike Baldwin (Yamaha)		
Fastest Lap: Mike Baldwin	1 min. 49.31 secs.	118.70 mph
<b>250cc</b>		
1. Anton Mang (Honda)		109.35 mph
2. Carlos Lavado (Yamaha)		
3. Jean-Francois Balde (Honda)		
Fastest Lap: Sito Pons	1 min. 57.16 secs.	110.82 mph
<b>125cc</b>		
1. Fausto Gresini (Garelli)		102.82 mph
2. Angel Nieto (MBA)		
3. August Auinger (MBA)		
Fastest Lap: Fausto Gresini	2 mins. 04.57 secs.	104.16 mph
<b>80cc</b>		
1. Stefan Dörflinger (Krauser)		97.13 mph
2. Jorge Martinez (Derbi)		
3. Manuel Herreros (Derbi)		
Fastest Lap: Ian McConnachie (Krauser)	2 min. 10.90 secs.	99.11 mph

### GERMAN GRAND PRIX - May 25th - Nurburgring

<b>500cc</b>		
1. Eddie Lawson (Yamaha)		97.34 mph
2. Wayne Gardner (Honda)		
3. Mike Baldwin (Yamaha)		
Fastest Lap: Eddie Lawson	1 min. 43.24 secs.	98.91 mph
<b>250cc</b>		
1. Carlos Lavado (Yamaha)		93.05 mph
2. Anton Mang (Honda)		
3. Martin Wimmer (Yamaha)		
Fastest Lap: Anton Mang	1 min. 46.90 secs.	95.05 mph
<b>125cc</b>		
1. Luca Cadalora (Garelli)		89.37 mph
2. Fausto Gresini (Garelli)		
3. Ezio Gianola (Garelli)		
Fastest Lap: Luca Cadalora	1 min. 51.73 secs.	90.94 mph
<b>80cc</b>		
1. Manuel Herreros (Derbi)		84.40 mph
2. Stefan Dörflinger (Krauser)		
3. Ian McConnachie (Krauser)		
Fastest Lap: Ian McConnachie	1 min. 57.01 secs.	86.83 mph
<b>Sidecars</b>		
1. Egbert Streuer/Bernard Schnieders (Yamaha)		92.37 mph
2. Rolf Biland/Kurt Waltisperg (Krauser)		
3. Steve Abbott/Sean Smith (Yamaha)		
Fastest Lap: Egbert Streuer/Bernard Schnieders	1 min. 47.60 secs.	94.43 mph

### AUSTRIAN GRAND PRIX - June 8th - Salzburgring

<b>500cc</b>		
1. Eddie Lawson (Yamaha)		113.75 mph
2. Wayne Gardner (Honda)		
3. Randy Mamola (Yamaha)		
Fastest Lap: Eddie Lawson	1 min. 22.40 secs.	115.19 mph
<b>250cc</b>		
1. Carlos Lavado (Yamaha)		107.24 mph
2. Martin Wimmer (Yamaha)		
3. Jean-Francois Balde (Honda)		
Fastest Lap: Martin Wimmer	1 min. 27.18 secs.	108.87 mph
<b>125cc</b>		
1. Luca Cadalora (Garelli)		95.61 mph
2. Ezio Gianola (MBA)		
3. Bruno Kneubühler (MBA)		
Fastest Lap: Ezio Gianola	1 min. 34.28 secs.	100.67 mph
<b>80cc</b>		
1. Jorge Martinez (Derbi)		94.81 mph
2. Manuel Herreros (Derbi)		
3. Pier Paolo Bianchi (Seel)		
Fastest Lap: Ian McConnachie (Krauser)	1 min. 38.25 secs.	96.60 mph
<b>Sidecars</b>		
1. Egbert Streuer/Bernard Schnieders (Yamaha)		105.84 mph
2. Steve Webster/Tony Hewitt (Yamaha)		
3. Alain Michel/Jean Marc Fresc (Yamaha)		
Fastest Lap: Egbert Streuer/Bernard Schnieders	1 min. 28.39 secs.	107.38 mph

### YUGOSLAVIAN GRAND PRIX - June 15th - Rijeka

<b>500cc</b>		
1. Eddie Lawson (Yamaha)		99.59 mph
2. Randy Mamola (Yamaha)		
3. Wayne Gardner (Honda)		
Fastest Lap: Eddie Lawson	1 min. 32.12 secs.	101.21 mph
<b>250cc</b>		
1. Sito Pons (Honda)		95.96 mph
2. Jean-Francois Balde (Honda)		
3. Dominique Sarron (Honda)		
Fastest Lap: Carlos Lavado (Yamaha)	1 min. 33.79 secs.	99.79 mph
<b>80cc</b>		
1. Jorge Martinez (Derbi)		89.78 mph
2. Stefan Dörflinger (Krauser)		
3. Ian McConnachie (Krauser)		
Fastest Lap: Jorge Martinez	1 min. 40.14 secs.	93.08 mph

### DUTCH TT - June 28th - Assen

<b>500cc</b>		
1. Wayne Gardner (Honda)		100.98 mph
2. Randy Mamola (Yamaha)		
3. Mike Baldwin (Yamaha)		
Fastest Lap: Wayne Gardner	2 mins. 14.28 secs.	102.18 mph
<b>250cc</b>		
1. Carlos Lavado (Yamaha)		97.50 mph
2. Anton Mang (Honda)		
3. Sito Pons (Honda)		
Fastest Lap: Martin Wimmer (Yamaha)	2 mins. 19.07 secs.	98.66 mph
<b>125cc</b>		
1. Luca Cadalora (Garelli)		92.63 mph
2. Fausto Gresini (Garelli)		
3. Ezio Gianola (MBA)		
Fastest Lap: Fausto Gresini	2 mins. 26.43 secs.	93.21 mph
<b>80cc</b>		
1. Jorge Martinez (Derbi)		88.38 mph
2. Manuel Herreros (Derbi)		
3. Hans Spaan (Casal)		
Fastest Lap: Ian McConnachie	2 mins. 30.79 secs.	90.99 mph
<b>Sidecars</b>		
1. Alain Michel/Jean Marc Fresc (Yamaha)		94.45 mph
2. Steve Webster/Tony Hewitt (Yamaha)		
3. Masato Kumano/Helmut Diehl (Yamaha)		
Fastest Lap: Rolf Biland/Kurt Waltisperg (Krauser)	2 mins. 20.27 secs.	97.82 mph

### BELGIAN GRAND PRIX - July 6th - Spa-Francorchamps

<b>500cc</b>		
1. Randy Mamola (Yamaha)		90.13 mph
2. Eddie Lawson (Yamaha)		
3. Christian Sarron (Yamaha)		
Fastest Lap: Randy Mamola	2 mins. 48.99 secs.	91.86 mph
<b>250cc</b>		
1. Sito Pons (Honda)		86.74 mph
2. Donnie McLeod (Armstrong)		
3. Jaque Cornu (Honda)		
Fastest Lap: Dominique Sarron (Honda)	2 mins. 55.97 secs.	82.22 mph
<b>125cc</b>		
1. Domenico Brigaglia (MBA)		83.54 mph
2. Lucio Pietroniro (MBA)		
3. Willy Perez (Zanella)		
Fastest Lap: Domenico Brigaglia	3 mins. 02.05 secs.	85.26 mph
<b>Sidecars</b>		
1. Steve Webster/Tony Hewitt (Yamaha)		86.07 mph
2. Alain Michel/Jean Marc Fresc (Yamaha)		
3. Rolf Steinhausen/Bruno Hiller (Busch)		
Fastest Lap: Rolf Steinhausen/Bruno Hiller	2 mins. 57.06 secs.	87.68 mph

### FRENCH GRAND PRIX - July 20th - Paul Ricard

<b>500cc</b>		
1. Eddie Lawson (Yamaha)		105.91 mph
2. Randy Mamola (Yamaha)		
3. Christian Sarron (Yamaha)		
Fastest Lap: Eddie Lawson	2 min. 1.52 secs.	106.95 mph
<b>250cc</b>		
1. Carlos Lavado (Yamaha)		101.02 mph
2. Sito Pons (Honda)		
3. Dominique Sarron (Honda)		
Fastest Lap: Carlos Lavado	2 min. 6.95 secs.	102.91 mph
<b>125cc</b>		
1. Luca Cadalora (Garelli)		95.88 mph
2. Fausto Gresini (Garelli)		
3. August Auinger (MBA)		
Fastest Lap: Luca Cadalora	2 min. 13.35 secs.	97.46 mph
<b>Sidecars</b>		
1. Egbert Streuer/Bernard Schnieders (Yamaha)		100.39 mph
2. Alain Michel/Jean Marc Fresc (Yamaha)		
3. Steve Webster/Tony Hewitt (Yamaha)		
Fastest Lap: Steve Webster/Tony Hewitt	2 min. 7.46 secs.	101.969 mph

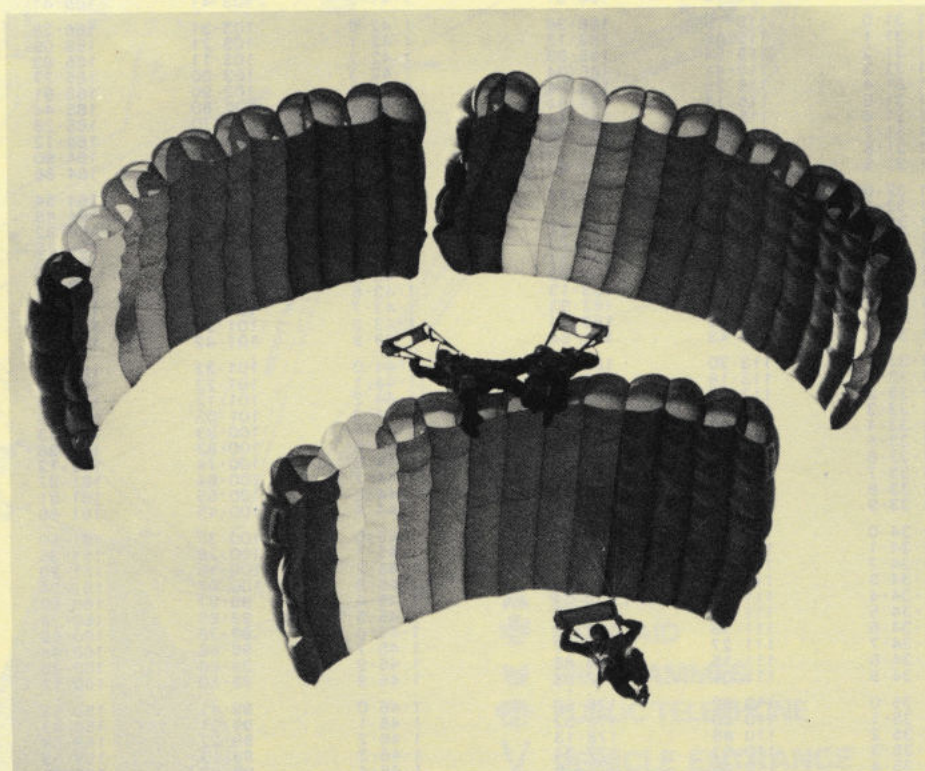
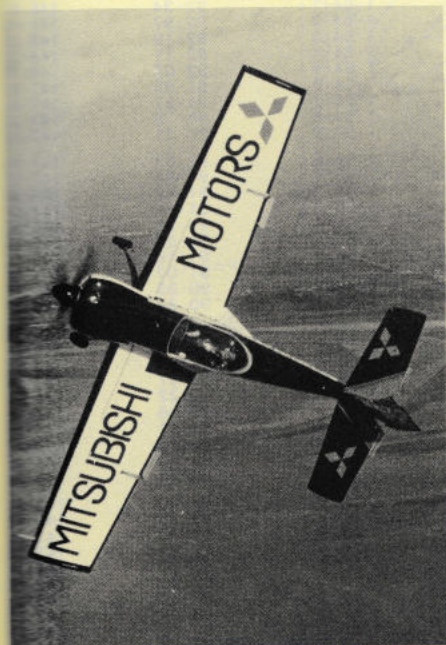


## PAST WINNERS

	500 cc	350 cc	250 cc	125 cc	Sidecar	TT Formula 1
1977	Pat Hennen (Suzuki) 107.99 mph	Kork Ballington (Yamaha) 107.99 mph	Kork Ballington (Yamaha) 104.68 mph	Pier Luigi Conforti (Morbidelli) 98.53 mph	Werner Schwaerzel/ Andreas Huber (A.R.O.) 87.97 mph	Ron Haslam (Honda) 101.93 mph
1978	Kenny Roberts (Yamaha) 87.88 mph	Kork Ballington (Kawasaki) 109.94 mph	Anton Mang (Kawasaki) 106.04 mph	Angel Nieto (Minarelli) 93.97 mph	Alain Michel/ Stu Collins (Seymaz Yamaha) 96.58 mph	John Cowie (Kawasaki) 107.72 mph
1979	Kenny Roberts (Yamaha) 114.50 mph	Kork Ballington (Kawasaki) 110.43 mph	Kork Ballington (Kawasaki) 100.13 mph	Angel Nieto (Minarelli) 101.12 mph	<b>Sidecar B2A</b> Rolf Biland (Schmid Yamaha) 104.35 mph <b>Sidecar B2B</b> Alain Michel (Yamaha) 93.89 mph	Alex George (Honda) 100.06 mph
1980	Randy Mamola (Suzuki) 114.68 mph	Anton Mang (Kawasaki) 111.04 mph	Kork Ballington (Yamaha) 108.88 mph	Louis Reggiani (Minarelli)	Derek Jones/ Brian Ayres (Yamaha) 109.26 mph	Graeme Crosby (Suzuki) 112.22 mph
1981	Jack Middelburg (Suzuki) 113.29 mph	Anton Mang (Kawasaki) 110.87	Anton Mang (Kawasaki) 109.36 mph	Angel Nieto (Minarelli) 101.85 mph	Rolf Biland/ Kurt Waltisperg (LCR) 110.10 mph	Ron Haslam (Honda) 112.17 mph
1982	Franco Uncini (Suzuki) 114.82 mph	Jean Francois Balde (Kawasaki) 109.68 mph	Martin Wimmer (Yamaha) 109.44 mph	Angel Nieto (Garelli) 105.04 mph	Egbert Streuer/ Bernard Schnieders (Yamaha) 110.78 mph	Wayne Gardner (Honda) 112.38 mph
1983	Kenny Roberts (Yamaha) 116.20 mph	— — —	Jacques Bolle (Pernod) 109.84 mph	Angel Nieto (Garelli) 103.70 mph	Egbert Streuer/ Bernard Schnieders (Yamaha) 110.78 mph	Wayne Gardner (Honda) 112.38 mph
1984	Randy Mamola (Honda) 116.22 mph	— — —	Christian Sarron (Yamaha) 110.72 mph	Angel Nieto (Garelli) 104.14 mph	Egbert Streuer/ Bernard Schnieders (Yamaha) 112.68 mph	Wayne Gardner (Honda) 112.08 mph
1985	Freddie Spencer (Honda) 99.67 mph	— — —	Anton Mang (Honda) 96.75 mph	August Auinger (Castrol Monnet) 90.12 mph	— — —	Roger Marshall (Honda) 95.77 mph

## Sunday lunchtime air displays

12.35 Brian  
Lecomber  
Colt Zlin



13.05 Kronenbourg 1664 Royal Marines  
Free Fall Team

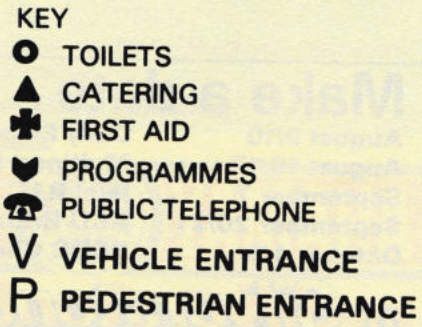


# SILVERSTONE LAP SPEED TABLE

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

TIME m.s.	m.p.h.	SPEED k.m.h.	TIME m.s.	m.p.h.	SPEED k.m.h.	TIME m.s.	m.p.h.	SPEED k.m.h.
1:25.0	123.97	199.51	1:36.0	109.76	176.65	1:47.0	98.48	158.4
1:25.1	123.82	199.27	1:36.1	109.65	176.46	1:47.1	98.39	158.3
1:25.2	123.68	199.04	1:36.2	109.53	176.28	1:47.2	98.29	158.2
1:25.3	123.53	198.80	1:36.3	109.42	176.10	1:47.3	98.20	158.1
1:25.4	123.39	198.57	1:36.4	109.31	175.91	1:47.4	98.11	158.0
1:25.5	123.24	198.34	1:36.5	109.19	175.73	1:47.5	98.02	157.9
1:25.6	123.10	198.11	1:36.6	109.08	175.55	1:47.6	97.93	157.8
1:25.7	122.95	197.88	1:36.7	108.97	175.37	1:47.7	97.84	157.7
1:25.8	122.81	197.64	1:36.8	108.86	175.19	1:47.8	97.75	157.6
1:25.9	122.67	197.41	1:36.9	108.74	175.01	1:47.9	97.66	157.5
1:26.0	122.53	197.19	1:37.0	108.63	174.83	1:48.0	97.57	157.4
1:26.1	122.38	196.96	1:37.1	108.52	174.64	1:48.1	97.48	157.3
1:26.2	122.24	196.73	1:37.2	108.41	174.46	1:48.2	97.39	157.2
1:26.3	122.10	196.50	1:37.3	108.30	174.29	1:48.3	97.30	157.1
1:26.4	121.96	196.27	1:37.4	108.18	174.11	1:48.4	97.21	157.0
1:26.5	121.82	196.04	1:37.5	108.07	173.93	1:48.5	97.12	156.9
1:26.6	121.68	195.82	1:37.6	107.96	173.75	1:48.6	97.03	156.8
1:26.7	121.54	195.59	1:37.7	107.85	173.57	1:48.7	96.94	156.7
1:26.8	121.40	195.37	1:37.8	107.74	173.39	1:48.8	96.85	156.6
1:26.9	121.26	195.14	1:37.9	107.63	173.22	1:48.9	96.76	156.5
1:27.0	121.12	194.99	1:38.0	107.52	173.04	1:49.0	96.67	156.4
1:27.1	120.98	194.76	1:38.1	107.41	172.86	1:49.1	96.58	156.3
1:27.2	120.84	194.55	1:38.2	107.30	172.69	1:49.2	96.49	156.2
1:27.3	120.70	194.23	1:38.3	107.19	172.51	1:49.3	96.41	156.1
1:27.4	120.56	194.00	1:38.4	107.09	172.34	1:49.4	96.32	156.0
1:27.5	120.42	193.88	1:38.5	106.98	172.18	1:49.5	96.23	155.9
1:27.6	120.29	193.56	1:38.6	106.87	171.99	1:49.6	96.14	155.8
1:27.7	120.15	193.34	1:38.7	106.76	171.81	1:49.7	96.06	155.7
1:27.8	120.01	193.12	1:38.8	106.65	171.64	1:49.8	95.97	155.6
1:27.9	119.87	192.92	1:38.9	106.54	171.47	1:49.9	95.88	155.5
1:28.0	119.74	192.70	1:39.0	106.44	171.29	1:50.0	95.79	155.4
1:28.1	119.60	192.48	1:39.1	106.33	171.12	1:50.1	95.70	155.3
1:28.2	119.47	192.27	1:39.2	106.22	170.95	1:50.2	95.62	155.2
1:28.3	119.33	192.05	1:39.3	106.12	170.73	1:50.3	95.53	155.1
1:28.4	119.20	191.83	1:39.4	106.01	170.50	1:50.4	95.45	155.0
1:28.5	119.06	191.61	1:39.5	105.90	170.43	1:50.5	95.36	154.9
1:28.6	118.93	191.40	1:39.6	105.80	170.26	1:50.6	95.27	154.8
1:28.7	118.79	191.18	1:39.7	105.69	170.09	1:50.7	95.18	154.7
1:28.8	118.66	190.97	1:39.8	105.58	169.92	1:50.8	95.10	154.6
1:28.9	118.53	190.75	1:39.9	105.48	169.75	1:50.9	95.01	154.5
1:29.0	118.40	190.54	1:40.0	105.37	169.58	1:51.0	94.93	154.4
1:29.1	118.26	190.32	1:40.1	105.27	169.41	1:51.1	94.84	154.3
1:29.2	118.13	190.11	1:40.2	105.16	169.24	1:51.2	94.76	154.2
1:29.3	118.00	189.90	1:40.3	105.06	169.17	1:51.3	94.67	154.1
1:29.4	117.87	189.69	1:40.4	104.95	168.90	1:51.4	94.59	154.0
1:29.5	117.73	189.47	1:40.5	104.85	168.74	1:51.5	94.50	153.9
1:29.6	117.60	189.26	1:40.6	104.74	168.57	1:51.6	94.42	153.8
1:29.7	117.47	189.05	1:40.7	104.64	168.40	1:51.7	94.33	153.7
1:29.8	117.34	188.84	1:40.8	104.54	168.23	1:51.8	94.25	153.6
1:29.9	117.21	188.63	1:40.9	104.43	168.07	1:51.9	94.16	153.5
1:30.0	117.08	188.42	1:41.0	104.33	167.90	1:52.0	94.08	153.4
1:30.1	116.95	188.21	1:41.1	104.32	167.73	1:52.1	93.99	153.3
1:30.2	116.82	188.00	1:41.2	104.12	167.57	1:52.2	93.91	153.2
1:30.3	116.69	187.79	1:41.3	104.02	167.40	1:52.3	93.83	153.1
1:30.4	116.56	187.59	1:41.4	103.92	167.24	1:52.4	93.75	153.0
1:30.5	116.43	187.38	1:41.5	103.82	167.07	1:52.5	93.66	152.9
1:30.6	116.30	187.17	1:41.6	103.71	166.91	1:52.6	93.58	152.8
1:30.7	116.17	186.96	1:41.7	103.60	166.74	1:52.7	93.50	152.7
1:30.8	116.05	186.76	1:41.8	103.51	166.58	1:52.8	93.42	152.6
1:30.9	115.92	186.51	1:41.9	103.41	166.41	1:52.9	93.33	152.5
1:31.0	115.79	186.36	1:42.0	103.31	166.25	1:53.0	93.25	152.4
1:31.1	115.66	186.13	1:42.1	103.21	166.09	1:53.1	93.16	152.3
1:31.2	115.54	185.93	1:42.2	103.11	165.93	1:53.2	93.08	152.2
1:31.3	115.41	185.74	1:42.3	103.00	165.77	1:53.3	93.00	152.1
1:31.4	115.29	185.54	1:42.4	102.90	165.61	1:53.4	92.92	152.0
1:31.5	115.16	185.34	1:42.5	102.80	165.44	1:53.5	92.84	151.9
1:31.6	115.03	185.14	1:42.6	102.70	165.28	1:53.6	92.76	151.8
1:31.7	114.90	184.93	1:42.7	102.60	165.12	1:53.7	92.67	151.7
1:31.8	114.78	184.73	1:42.8	102.50	164.90	1:53.8	92.59	151.6
1:31.9	114.66	184.53	1:42.9	102.40	164.86	1:53.9	92.51	151.5
1:32.0	114.54	184.33	1:43.0	102.30	164.64	1:54.0	92.43	151.4
1:32.1	114.42	184.13	1:43.1	102.20	164.48	1:54.1	92.34	151.3
1:32.2	114.29	183.93	1:43.2	102.10	164.32	1:54.2	92.26	151.2
1:32.3	114.16	183.73	1:43.3	102.01	164.16	1:54.3	92.19	151.1
1:32.4	114.04	183.53	1:43.4	101.91	164.00	1:54.4	92.11	151.0
1:32.5	113.92	183.33	1:43.5	101.81	163.85	1:54.5	92.03	150.9
1:32.6	113.79	183.13	1:43.6	101.71	163.69	1:54.6	91.95	150.8
1:32.7	113.67	182.93	1:43.7	101.61	163.53	1:54.7	91.87	150.7
1:32.8	113.55	182.74	1:43.8	101.51	163.37	1:54.8	91.79	150.6
1:32.9	113.43	182.54	1:43.9	101.42	163.21	1:54.9	91.71	150.5
1:33.0	113.30	182.34	1:44.0	101.32	163.06	1:55.0	91.63	150.4
1:33.1	113.18	182.15	1:44.1	101.22	162.90	1:55.1	91.54	150.3
1:33.2	113.06	181.95	1:44.2	101.12	162.74	1:55.2	91.46	150.2
1:33.3	112.94	181.76	1:44.3	101.03	162.59	1:55.3	91.38	150.1
1:33.4	112.82	181.56	1:44.4	100.93	162.43	1:55.4	91.31	150.0
1:33.5	112.70	181.32	1:44.5	100.83	162.28	1:55.5	91.23	149.9
1:33.6	112.58	181.17	1:44.6	100.74	162.12	1:55.6	91.15	149.8
1:33.7	112.46	180.98	1:44.7	100.64	161.97	1:55.7	91.07	149.7
1:33.8	112.34	180.79	1:44.8	100.55	161.81	1:55.8	90.99	149.6
1:33.9	112.22	180.60	1:44.9	100.45	161.66	1:55.9	90.91	149.5
1:34.0	112.10	180.40	1:45.0	100.35	161.50	1:56.0	90.84	149.4
1:34.1	111.98	180.21	1:45.1	100.26	161.35	1:56.2	90.68	149.2
1:34.2	111.86	180.02	1:45.2	100.16	161.20	1:56.4	90.53	149.0
1:34.3	111.74	179.83	1:45.3	100.07	161.04	1:56.6	90.37	148.8
1:34.4	111.62	179.64	1:45.4	99.97	160.89	1:56.8	90.22	148.6
1:34.5	111.51	179.45	1:45.5	99.88	160.74	1:57.0	90.06	148.4
1:34.6	111.39	179.26	1:45.6	99.78	160.59	1:57.2	89.91	148.2
1:34.7	111.27	179.07	1:45.7	99.68	160.44	1:57.4	89.75	148.0
1:34.8	111.15	178.88	1:45.8	99.60	160.28	1:57.6	89.60	147.8
1:34.9	111.04	178.69	1:45.9	99.50	160.13	1:57.8	89.45	147.6
1:35.0	110.92	178.50	1:46.0	99.41	159.98	1:58.0	89.30	147.4
1:35.1	110.80	178.32	1:46.1	99.31	159.83	1:58.2	89.15	147.2
1:35.2	110.68	178.13	1:46.2	99.22	159.68	1:58.4	89.00	147.0
1:35.3	110.57	177.94	1:46.3	99.13	159.53	1:58.6	88.85	146.8
1:35.4	110.45	177.76	1:46.4	99.03	159.38	1:58.8	88.70	146.6
1:35.5	110.34	177.57	1:46.5	98.94	159.32	1:59.0	88.55	146.4
1:35.6	110.22	177.38	1:46.6	98.85	159.08	1:59.2	88.40	146.2
1:35.7	110.11	177.20	1:46.7	98.76	158.93	1:59.4	88.25	146.0
1:35.8	109.99	177.01	1:46.8	98.66	158.78	1:59.6	88.10	145.8
1:35.9	109.83	176.83	1:46.9	98.57	158.63	1:59.8	87.96	145.6



[illegible]



# 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 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 however 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 cars, 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 thereto.

## 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 – SUNDAY

Any unsold seats will be available from the Grandstand Ticket Offices behind the Pits Grandstand – for Pits and Woodcote Stands which cost £5.50, at Copse Corner – for the Copse Stands which cost £5.50 and at Stowe Corner – for the South Stands which cost £5.50.

## GRANDSTAND SEATS – FRIDAY AND SATURDAY

On Friday there is no additional charge for admission to the Grandstands. On Saturday Rover Tickets admitting to all the Stands will be available from the Grandstand Ticket Offices at £1.50 for adults. There is no charge for children.

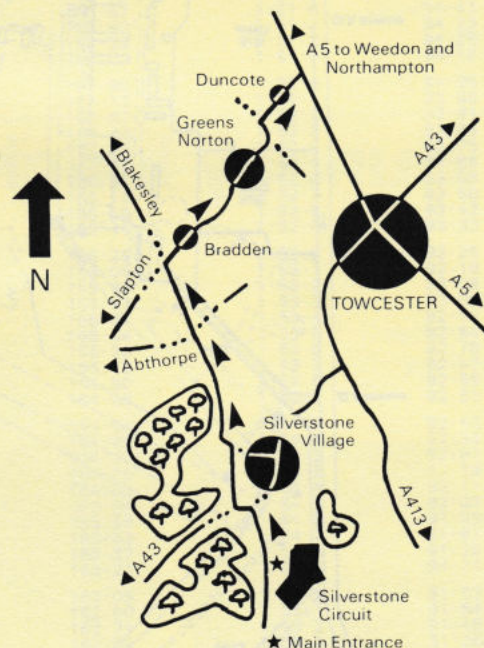
## CENTRE TRANSFERS

Centre Transfers, costing £3.50 each for adults and children (£2.50 on Friday and Saturday. Free for children) are on sale at the Centre Ticket Office by the pedestrian bridge at the end of the Pits Grandstand. These tickets admit to the Centre and Centre Enclosures where you get a 'behind the scenes' view of the day's racing. They also admit to the Centre Restaurant where you can buy hot meals and salads as well as snacks and drinks.

## TRAFFIC ARRANGEMENTS

### THE MAIN ENTRANCE – CENTRE TRAFFIC

The 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.



Traffic Diversion Route from Main Entrance avoiding Towcester

## Make a date . . .

August 9/10

August 16/17

September 7

September 20/21

October 4/5

Daily Express British Kart Grand Prix

Multipart British Truck Grand Prix

Istel RAC Tourist Trophy

ACU British Motorcycle Championship final

BRDC Championship Finals

at **Silverstone** – "Britain's Premier Grand Prix Circuit."



# FRONT LINE FOUR STROKES

## YAMAHA HAS THE ONLY OPTIONS

► Look in our rivals' catalogues and you'll see four-strokes in both 750cc supersports and the bigger sports/tourer classes. Look closer and you'll also see that they're basically the same motorcycle, distinguishable only by engine size and a few styling changes.

► Check out our front-line four-strokes and you'll see the only genuine options available to two very different types of motorcyclist. Riders so different that we don't believe in building them the same type of motorcycle.

► Make your choice between the Yamaha FJ1200 or the FZ750. Totally different motorcycles, each designed and built for a specific job.

► Each acknowledged world-wide as being right at the top of their particular class.

### ◀ THE FJ1200

► How do you make the best even better? About the only way is to make it bigger. That way you maintain peak performance with even less effort.

► For 1986, therefore, the four-cylinder Yamaha FJ1100 becomes the FJ1200 and grows even more muscular. Added muscle translated into jet-thrust torque that never falters, even if you're loaded down with passenger and luggage. Power which—thanks to new, high penetration aerodynamics—is not wasted in pushing a wall of air and with a choice of a high or low screen, to suit your riding style, supplied as standard, welcome, now, the new Yamaha FJ1200. Destined to be a long time at the top.

### YAMAHA FOUR-STROKES RACING AHEAD

### ◀ THE FZ750

#### INTERNATIONAL BIKE OF THE YEAR '85

► "There's only one way to find the Bike of the Year. Ask the people who ride every bike—the journalists. So we did. Editors from all over the world replied to our request to nominate their favourite machines of '85. When the votes were all in, one bike was so far ahead of the rest it was almost no-contest. That bike is the Yamaha FZ750."

*Quote, courtesy of Motorcycle International Magazine.*

**NEED TO SAY MORE?**



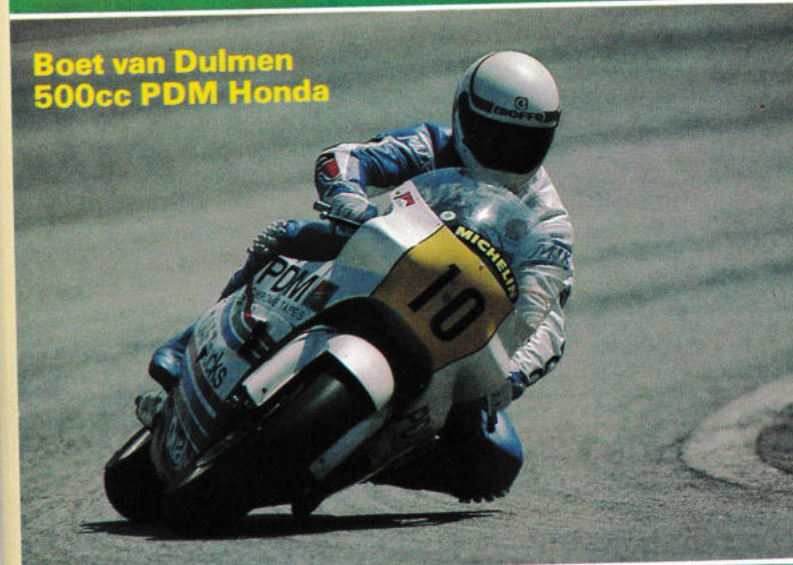
For full information on Yamaha's front-line four-strokes, visit your local dealer or send for in-depth colour brochure to:

Mitsui Machinery Sales (UK) Ltd., Oakcroft Road, Chessington, Surrey KT9 1SA.

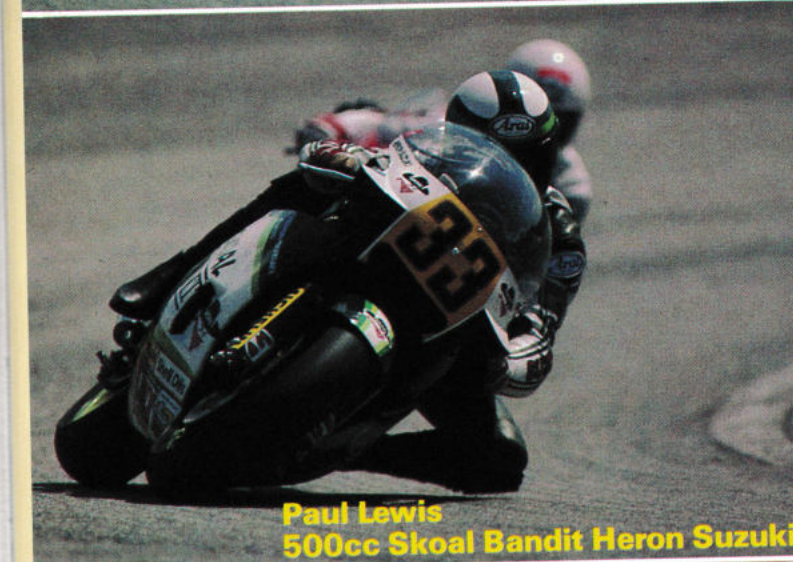




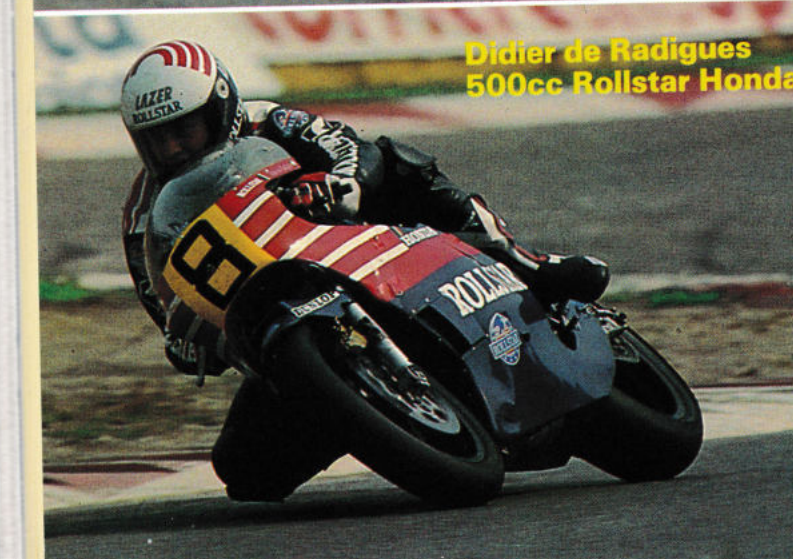
**Raymond Roche**  
500cc Team Katayama Honda



**Boet van Dulmen**  
500cc PDM Honda



**Paul Lewis**  
500cc Skoal Bandit Heron Suzuki



**Didier de Radigues**  
500cc Rollstar Honda

**Niall Mackenzie — 1985 Shell Oils 250cc British  
250cc Silverstone Armstrong**



**Shell Oils**

**1986 B**



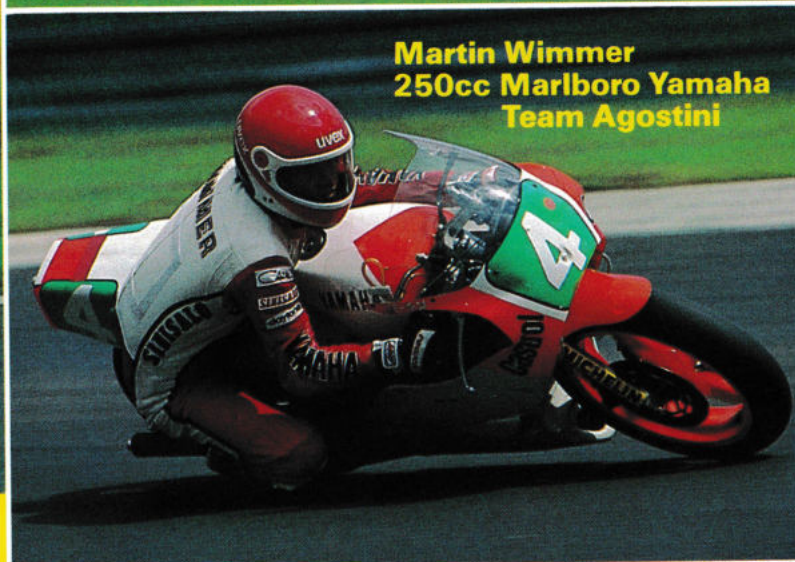
**Carlos Lavado**  
250cc HB Yamaha



British Champion

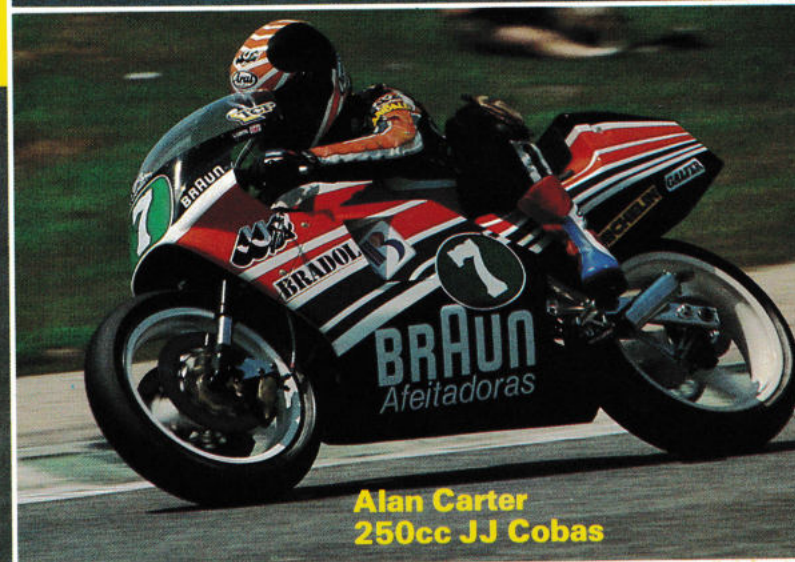


**Anton Mang — 1985 British Grand Prix Winner  
250cc Rothmans Honda**



**Martin Wimmer  
250cc Marlboro Yamaha  
Team Agostini**

# BRITISH GRAND PRIX



**Alan Carter  
250cc JJ Cobas**



**Donnie McLeod  
250cc Silverstone Armstrong**

Pics: Ray Daniel





**Reinhold Roth**  
250cc HB Romer Honda



**Manfred Herweh**  
250cc HB Aprilia

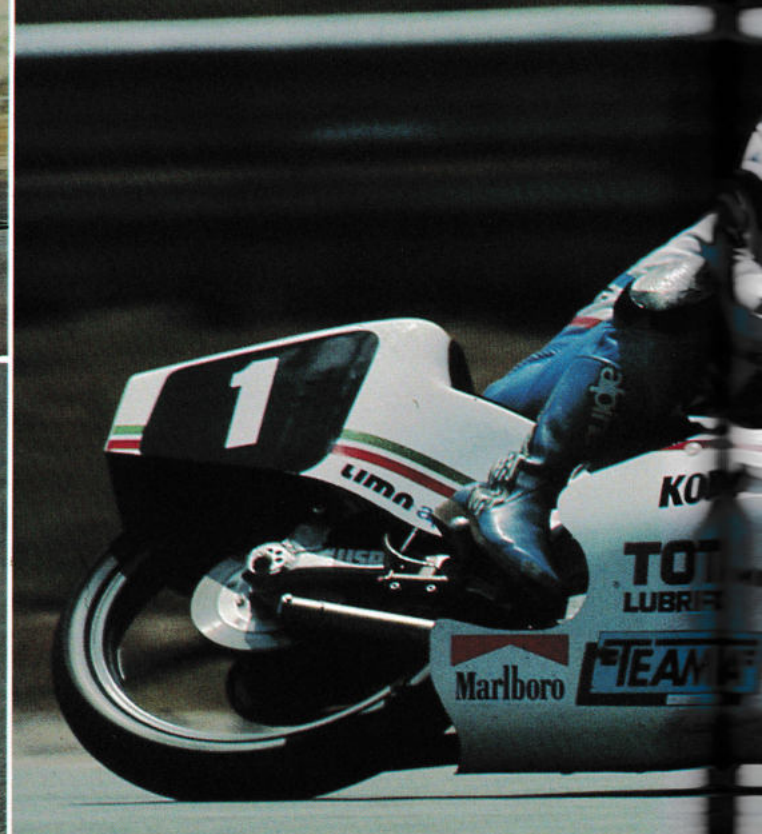


**Andy Watts**  
250cc EMC



**Sito Pons**  
250cc Campsa Honda

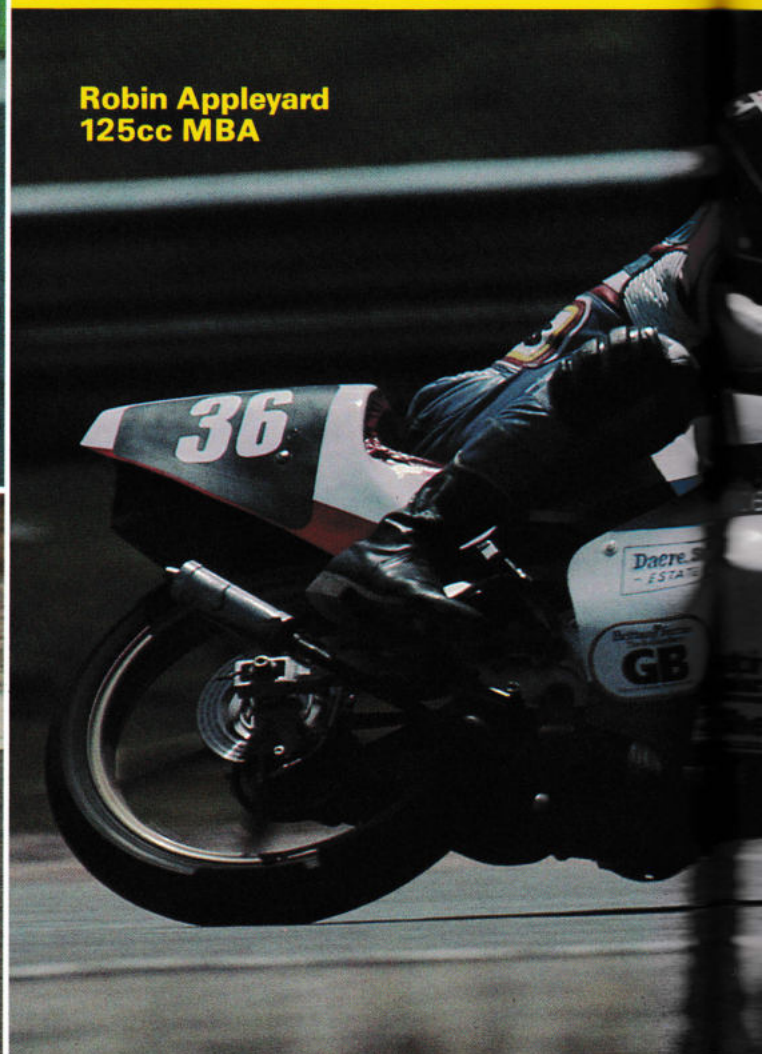
**Fausto Gresini — 125cc World Champion 1985**  
Team Italia Garelli



**Shell Oils**

**1986 B**

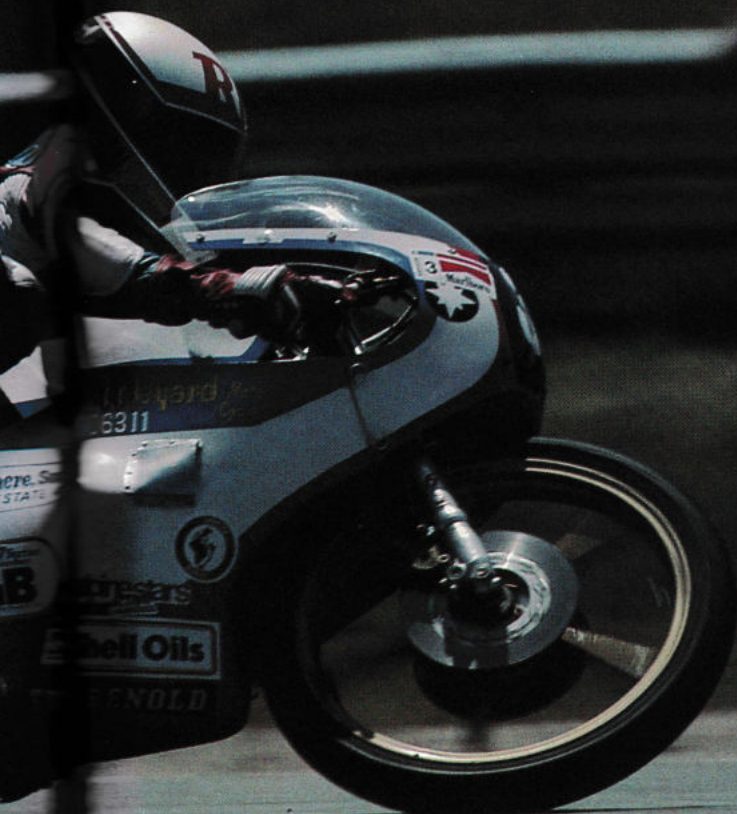
**Robin Appleyard**  
125cc MBA







# BRITISH GRAND PRIX



**Stefan Dorflinger**  
80cc Krauser



**Jorge Martinez**  
80cc Derbi



**Manuel Herreros**  
80cc Derbi



**Ian McConnachie**  
80cc Krauser

Pics: Ray Daniel





# Care for the one you love.

When it comes to your bike, you'll want only the best - Castrol Motorcycle Products.

Castrol Grand Prix 10W/40 lubricant maintains the faultless performance of air or water-cooled four-stroke engines, and can also be used as a multigrade oil in gearboxes.

The very popular Castrol Super TT oil has been specially formulated for high-powered two-stroke

engines and provides complete protection with its special blend of selected modern additives.

The damping and load-carrying properties of Castrol Fork Oil are superb, and with a choice of three grades - Medium 15W/30, Light 10W/20 and Extra Light 5W - the biker can easily fine-tune the response of his suspension as required.

Castrol Chain Lubricant is another new

formulation. O-Ring compatible, it provides all the convenience of non-drip, anti-corrosion, anti-wear and water-resistant properties.

The Castrol range also includes Easing Fluids, Dewatering Fluids, Brake Fluids, Greases and the highly successful Competition Products to ensure your bike delivers peak performance and the best in safety and reliability.





There are kings.  
And there are  
**SUPERKINGS.**



**LOW TO MIDDLE TAR** As defined by H.M. Government  
**Warning: MORE THAN 30,000 PEOPLE DIE EACH YEAR  
IN THE UK FROM LUNG CANCER**  
Health Departments' Chief Medical Officers





It broke the 60mph barrier  
in 9.9 seconds.

The Ibiza. A striking combination of a System Porsche engine  
and Giugiaro styling, rallied together by SEAT of Spain.



TECHNOLOGY WITHOUT FRONTIERS.

Figures for 1.5 GLX from Motor Magazine Road Test 9.11.85. For the address of your nearest dealer ring: 01-200 0200.



# Nieto bids for a seventh Silverstone victory, but Gresini needs victory for title repeat

by Nick Harris

The 125cc class is often neglected in Britain which is a great shame because as we will witness this weekend it often produces the closest class of Grand Prix racing.

With machinery so equal it's up to the riders to pull out that extra ounce of skill and courage to win races and we have already witnessed some very close battles this year.

Italian World Champion Fausto Gresini appeared to be heading for an easy defence of his hard earned title by winning the opening two rounds in Spain and Italy on his Garelli. However his team-mate Luca Cadalora had different ideas and won the next two Grands Prix in Germany and Austria and stole the championship lead. The two Italians then met head on in a classic confrontation in front of 150,000 fans at the Dutch TT.

For 16 laps they constantly swapped positions with Cadalora eventually taking the chequered flag by just a quarter of a second to increase his championship lead. He retired in Belgium, where the race was won by yet another Italian Domenico Brigaglia riding the Ducados MBA, but won another superb race in France to regain his lead.

It's a class in which the Italians excel with former world champion Pier Paolo Bianchi and Ezio Gianola quite capable of winning on their MBA machines.

Fighting the Italian domination are two very experienced riders from countries not always associated with motor cycle racing stars. Veteran Swiss rider Bruno Kneubuhler seems to mature with age and has really found his niche in the 125 class riding an MBA.

Austrian August Auinger, riding Harold Bartol's MBA which is looked after by Steve Parrish's former mechanic Dave Johnson, won here last

year and is quite capable of a repeat performance especially if it rains.

Thirteen times world champion Spaniard Angel Nieto has not found the going so easy this year on his MBA. However the 39 year old is one of the all time greats with Giacomo Agostini the only rider to win more Grands Prix. He is still a rider the others fear and loves the fast open curves of Silverstone. Despite his age he still has no intention of retiring and has won no

## Battling team-mates



Defending World Champion Fausto Gresini of Italy desperately needs a victory if he is to retain his world title — Garelli team-mate Luca Cadalora (right above) looks likely to depose him unless the champ returns to his early season winning ways. (Pic Ray Daniel)



Robin Appleyard leads the pack at Monza earlier this year

(Pic Ray Daniel)



# Where To Stay & Eat

## TIFFINY'S RESTAURANT

36 Market Place, Brackley. Tel: 0280 700584

Open all day — last orders 10.00 p.m.  
Sunday's — 12 noon to 9.30 p.m.

Just a snack or Breakfasts, Coffees, Pizzas,  
Lunches, Dinners.  
Takeaway service also available

## The Pytchley Hotel

WEST HADDON, NORTHANTS. TEL: (078887) 209

A PRIVATELY OWNED FREEHOUSE OF CHARACTER WITH ALL MODERN DAY  
STANDARDS. 17 BEDROOMS, MOST WITH PRIVATE BATHROOM. EXCELLENT  
RESTAURANT. A LA CARTE AND TABLE D'HOTE MENUS. 2 BARS AND GOOD  
SELECTION OF BAR FOOD.  
LARGE CAR PARK AREA. 3 MILES EAST OF M1.  
JUNCTION 18 ON A428. 19 MILES FROM CIRCUIT.

## CROMWELL LODGE HOTEL

North Bar, Banbury, Oxon. OX16 0TB. Tel: 0295-59781.  
AA and RAC\*\*

32 delightful bedrooms, all with private bathroom, colour television, tea and  
coffee making facilities, direct dial telephone, radio and alarm.  
Superb restaurant, a la carte and table d'hôte menu.  
Real ale and excellent selection of bar snacks. Free car park.



**THE BELL HOTEL**  
SHEEP STREET, WINSLOW  
(15th Century Inn)

Offers: Accommodation with private bathroom/showers en suite.  
TV, radio, tea/coffee. The Clayton Restaurant serves choice a la carte  
and carvery meals. Real Ales; Egon Ronay; Relais Routiers;  
English Tourist 5 rosette.

WINSLOW (0296-71) 2741

## The Crossroads OF COURSE

28 beautiful rooms. Real ale bars  
Superb restaurant. Coffee shop

HIGH ST, WEEDON. TEL: WEEDON 40354  
TELEX: 312311 XROADS G



**BEDFORD MOAT HOUSE**  
St. Mary's Street, Bedford  
Telephone: (0234) 55131

A modern comfortable hotel overlooking the town bridge and river.  
117 bedrooms, all with private bathroom, radio, colour TV and telephone.  
Keep fit on our exercise machines or relax in a sauna or spa bath.  
Enjoy an evening in our Pilgrim bar and superb Pilgrim restaurant.  
Children welcome ★ Reduced Weekend Rates

AA 3 star • Egon Ronay • Ample Parking

## Westone Moat House

The Westone is a fine country house set in its own grounds with 65 comfortable bedrooms  
each with private bathroom, colour television, radio, direct dial telephone, trouser press,  
hairdrier and tea/coffee making facilities. For your relaxation we have a sauna, solarium and  
mini-gym.

Reduced weekend rates on application.

Ashley Way, Weston Favell, NORTHAMPTON  
Tel. No. (0604) 406262

AA \*\*\* RAC

Egon Ronay Recommended

## Enjoy the excitement of Silverstone and relax at The Manor

40 rooms available, all with private bathrooms and facilities.  
Wine and dine in the Baronial Hall and enjoy the 13 acres of gardens.  
Croquet, tennis court, outdoor heated swimming pool, fly fishing.  
Ample car park and helicopter landing areas. 20 miles south of circuit.

AA \*\*\* RAC Special rates available Best Western

Weston Manor, Hotel and Restaurant, Weston-on-the-Green,  
Oxford OX6 8QL. Telephone: (0869) 50621.

## John o'Gaunt Hotel

The City Hotel in the Heart  
of the Countryside



Luxury 3-star hotel. 150 bedrooms. All en suite  
with colour TV.

Tea and coffee making facilities. Direct telephone.

Restaurant — Bars. Very large car park.

Helicopter landing pad.

London Road (A45), Daventry, Northants NN11 4EN.

Tel: (03272) 77333 Telex 312228

## FOR A WARM FRIENDLY WELCOME TRAVE LODGE NEWPORT PAGNELL

M1 Motorway, Newport Pagnell, MK16 8DS.  
Tel. 0908 610878 Telex: 812186

- ★ 96 comfortable, warmly furnished bedrooms
- ★ all have private bath, colour TV and telephone
- ★ inclusive English Breakfast and complimentary newspaper
- ★ Easy access, convenient location, free car parking
- ★ New Restaurant opening Spring 1986
- ★ Special Weekend Rates available



## THE THORPLANDS TOBY INN AND MOTEL

Round Spinney, Northampton NN3 4RN  
Telephone: 0604 494241

The Motel offers 30 rooms, all with private bathroom and shower, colour  
television, radio and direct dial telephone. Executive rooms and  
suites also available. Our well-established Toby Inn  
Grill offers excellent value for lunch and dinner.



## The Angel Hotel

(Northampton) Limited



BRIDGE STREET  
NORTHAMPTON  
NN1 1NH  
Telephone: 0604 21661

"FOR ALL MOTOR SPORT ENTHUSIASTS"  
43 bedrooms mostly with bathroom — licensed bars and restaurant.  
Special Silverstone rates: Singles from £17.00. Twins/Doubles from £28.00  
Includes accommodation, English Breakfast and VAT.  
Early breakfasts and late suppers can be arranged.  
Children and pets welcome. "Don't delay — ring us today"



## Blisworth Hotel

STATION RD, BLISWORTH, NORTHANTS. TEL: 0604 858246

**BEDROOMS EN-SUITE  
RESTAURANT AND BARS  
FUNCTION SUITE**

## THE PLOUGH HOTEL

BRIDGE STREET NORTHAMPTON

26 rooms, most en suite / shower. All with tea / coffee  
making facilities. Competitive rates. Colour T.V.'s.  
Carvery and A La Carte Restaurant. 3 bars.  
Ample car parking. Reduced weekend rates.

NORTHAMPTON (0604) 38401

## GRAND HOTEL

AA \*\*\* RAC

GOLD STREET NORTHAMPTON

63 bedrooms, 60 with bath. Carvery and Huntsmans  
Restaurant offering a wide variety of good food at  
reasonable prices.

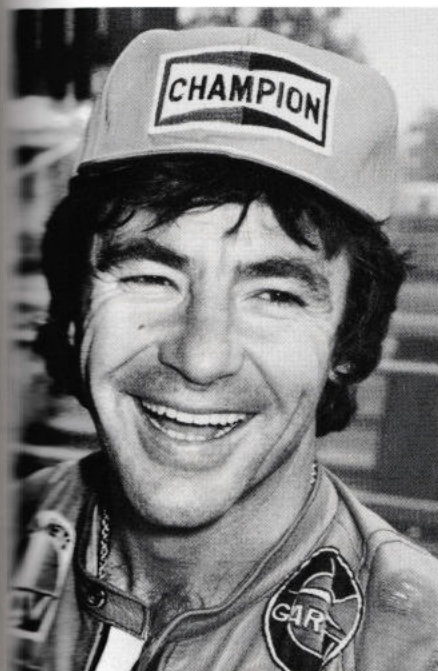
NORTHAMPTON (0604) 34416



less than six grands prix races at the Silverstone circuit which makes him the most successful rider at the track together with former South African double world champion Kork Ballington.

Yorkshire based Robin Appleyard has raced his MBA at all the rounds this season and together with young Steve Mason have been the only regular British competitors. It's been tough going for the British youngsters but they have stuck well to their task and Appleyard in particular could earn some very welcome points.

*"He's still a rider the others fear"*



**Angel Nieto Spain 13 times World Champion MBA**

His great rival Alex Bedford has made few Grand Prix appearances this season but again is very capable of scoring points.

Dr Joe Ehrlich's single cylinder EMC has achieved some tremendous results in Britain and American Alan Scott hopes to give the bike a Grand Prix outing with a view to the future. In two years time the class will switch to single cylinder machinery and Dr Joe is already planning ahead.

In the past the likes of Barry Sheene, Bill Ivy and Chas Mortimer have given us Grand Prix success in the 125cc class. In recent years it's been left to the Italians and Spaniards to produce the champions. There seems little possibility of that changing for another few years but let's cheer on the likes of Robin Appleyard and Steve Mason when they take on the best of the world.

## 80cc race could provide the first ever British solo winner at British GP

# McConnachie to set the pace

by Nick Harris

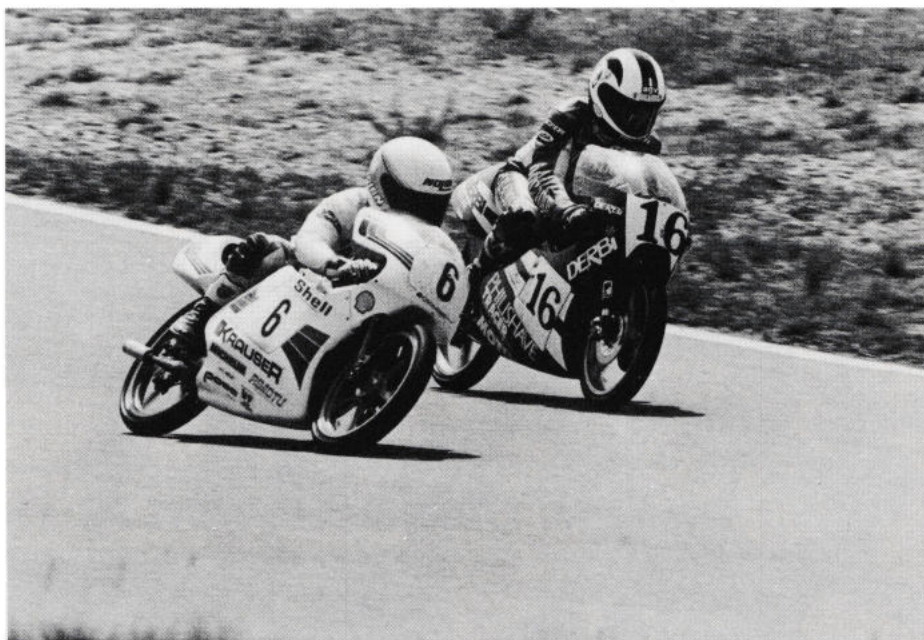
80cc racing makes its debut at Silverstone and spectators are in for a real treat and probably a few big surprises. I am sure they will be amazed by the speed of the single cylinder six speed tiddlers and the tremendously close racing that has produced some magnificent finishes this season.

Also there must be a great chance they could be cheering the first British solo Grand Prix winner for over three years and the first ever British winner of a solo Silverstone Grand Prix. The huge responsibility of achieving these 'firsts' rests with 21 year old Ian McConnachie from Derbyshire who has been in brilliant form on this works Krauser although he still waits that elusive first Grand Prix victory.

On no less than four occasions he has set the fastest lap of the race but still finds himself down in sixth place in the championship. At the last round in Holland he went into the last lap with a ten second lead but his inexperience and excitement boiled over and he crashed less than two miles from the finish and we still await the end of the three year period since the last British solo victory.

Grand Prix by his family including his Dad who is a heart specialist at a Midland hospital.

That first victory will come but it will not be easy especially against the all conquering Spanish Derbi team that are dominating the championship this season. Leading the way is Jorge Martinez with 72 points, heading teammate Manuel Herreros by 13. Swiss World Champion Stefan Dorflinger,



*Ian McConnachie roars past Angel Nieto in the Yugoslavian Grand Prix (Pic Ray Daniel)*

"I'm determined to get over the bitter disappointment by winning at Silverstone," said Ian after the Dutch race. "It was totally my fault and if I find myself in the same position at the British Grand Prix I will not make the same mistakes."

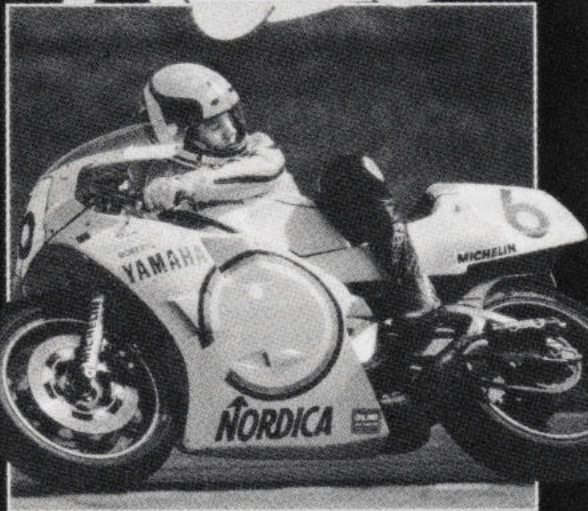
His talent has been recognised by the Krauser factory who have given him works machinery for the remainder of the season and he is supported at each

despite the inclusion of McConnachie in his Krauser team, is finding the going tough and must win here to have any chance of retaining his title. At the moment he is 20 points behind Martinez but once again could find the speed of the Derbis just a little bit hot.

Completing the Derbi squad is undoubtedly the greatest small bike rider of all time 13 times world champion Angel Nieto. It's a formidable trio for



# Road Racer



**FRENCH LESSON:** has Ron Haslam gone an ELF to far?

#### RACEWATCH:

GP Update in depth \*Charlie Williams' TT  
\*PLUS — The Essential Silverstone

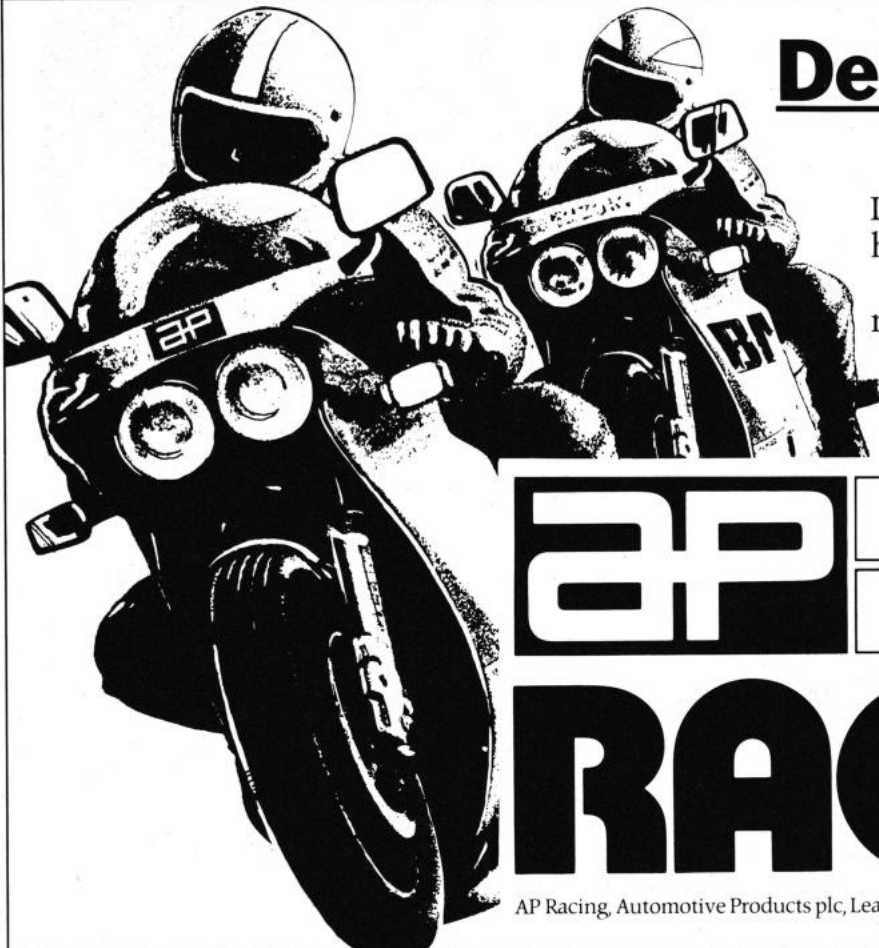
#### CLASSICS — ITALIAN OPERA:

The untold story of the Musical Fours

New tricks for Randy  
at Kenny Roberts  
School for Champions

In the second issue of **ROAD RACER** there's **Randy Mamola** in action on the front cover and **Eddie Lawson** across a terrific centre spread — plus **Charlie Williams** looking back at the TT, **Michael Scott** looking forward to Silverstone, plus an in-depth up-date on the international GP scene, and authoritatively written, colourful features on the riders, the machines, and the men who design them and put them together. At your newsagents from **July 17th ROAD RACER** — the magazine for people who take their racing seriously, don't miss it!

Visit the **ROAD RACER** stand for **T-SHIRTS, SWEATSHIRTS, PADDOCK JACKETS** and of course **ROAD RACER** magazine.



## Designed to Win

AP RACING manufacture Lockheed braking equipment for high performance bikes.

Talk to us about your specific motor-sport requirements.

# AP

**Lockheed  
BORG & BECK**

# RACING

AP Racing, Automotive Products plc, Leamington Spa, Warwickshire CV31 3ER. Tel: (0926) 312025.





Jorge Martinez — winner of three Grands Prix — on his Derbi

(Pic Ray Daniel)

any riders to crack although the likes of Dutchman Hans Spaan, riding the works Casal, West German Gerd Waibel (Real Casal) and Krauser mounted Gerd Kafka and Italian Pier Paulo Bianchi are all in with a chance.

Steve Mason has again competed in most Grands Prix on his Huvo Casal and will probably be joined by Steve Lawton in a heartbreaking and expensive battle against the works teams.

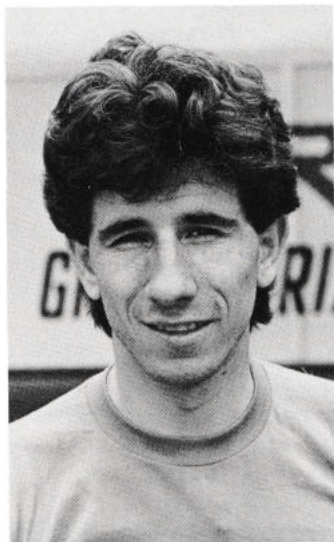
The 15 lap 80cc race kicks off the Grand Prix programme, so try and ensure you are there to watch because you will be intrigued by the engineering genius that goes into extracting such power from the tiny 80cc engine. The class also attracts more works machinery than any other and you will see just how important riding skill and technique is to make the bikes go so fast.

And finally and surely most important you could be cheering a British winner.

## The likely pacemakers in the 80cc race



Ian McConnachie



Jorge Martinez



Manuel Herreros

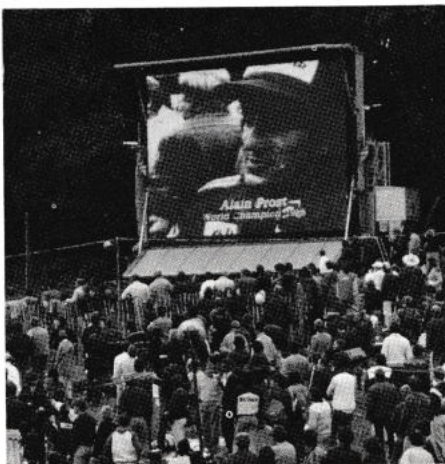


Stefan Dorflinger

## Starvision's Silverstone debut

A new feature at this year's Shell Oils British Motorcycle Grand Prix is the Starvision giant screen — this will have two roles at the event: during Saturday afternoon and Sunday afternoon it will be positioned opposite the Stowe Grandstands where it will relay television pictures of the race action — this addition makes these grandstands advantageous as around half of the Silverstone circuit can be seen anyway, and the rest of the action will be captured on screen via the television coverage.

During Saturday evening the screen will be moved to an area adjacent to the



campsite where it will provide a mix of rock music, videos and motorcycle racing action.

Starvision uses a screen some 20 feet high and 27 feet wide — it boasts high definition picture quality with bright colours and is designed for viewing in daylight. It weighs some 25 tons and is mounted on its own articulated trailer.

Starvision is brought to the Shell Oils British Motorcycle Grand Prix by courtesy of Diet-Coke. During the weekend there will be ample opportunity to sample the "in-drink" for weight watchers.



# Official **Silverstone** **Leisurewear**

Race jackets elegantly styled and suitable for every sporting occasion.  
British Racing Green with contrasting cream panels.

**Long jacket £29.95    Short jacket £24.95    Lightweight jacket £19.50**

**Body warmer £14.95**

British Racing Green with gold piping.

**Sweat shirt adult £8.95 child £5.95**

**CHILDRENS OVERALLS**

Age 2-13 £16.00    14-17 £19.00

V Neck sweaters 100% pure new wool Silverstone logo

British Racing Green £15.95

Beany Hats, White/Green Silverstone logo £2.95

Silverstone Caps, most colours, fully adjustable £2.95

Silverstone woven badges  £1.00

Silverstone decal  .65p

Silverstone mugs £1.95

Silverstone Key Fobs £1.00

*See the complete range on display at the Silverstone shop by the Dunlop Tower.*

**Radio Silverstone broadcasts on  
1602 khz — Medium Wave — We have the  
radios on sale now at all the shops**

**Available mail order from  
Jaybrand Racewear Highbury Street, Peterborough  
0733 68247**

CREDIT CARDS ACCEPTED

KODAK FILM ON SALE AT: Woodcote — Shell Bridge — Paddock — Stowe — Abbey —  
Main Entrance.

KODAK DISC CAMERAS may be hired from Woodcote and Shell Bridge

WE SELL  
**Kodak**  
CAMERAS-FILM



# Proddies at GP for first time Nation and Mellor continue their battle for supremacy

by John Brown

Production machines and those based on road going models could well hold the future of motor cycle racing.

No longer the uninspiring machines that used to wobble their way round circuits in pretty unspectacular fashion and were more suited to the novice or club rider, the production mounts of today are capable of more than holding their own against many pure racing machines.

In this years TT on the Isle of Man for instance the beefy Suzuki GSX 1100s of among others Trevor Nation and Phil Mellor, ripped their way towards Joey Dunlop's outright lap record of over 118mph as they reached speeds of around 170mph on parts of the closed roads course.

Now proddie bikes come to the British Grand Prix for the first time, giving the country's biggest crowd of the season a chance to see the high speed action on one of the world's leading Grand Prix circuits.

The riders contesting the two rounds of the prestigious Metzeler production machine championships are among the country's best.

Burly, bearded, Nation who amazed the Island fans by being the first to lap on a proddie bike in under 20 minutes as he averaged 113.26mph during his winning ride on a GSX-R1100 Suzuki, heads both the up to 750cc event to be held on Sunday and the 751cc to 1300cc on Saturday.

In both classes the quiet man from the tiny Hampshire village of Sutton Bellinger is bound to come under pressure from Yorkshireman Mellor as the pair battle for precious points on their GSX-R 750 and GSX-R1300 Suzukis.

In the Isle of Man it was Mellor's time for glory in the 750cc class when he set a new lap record at 110.69mph during his winning ride.

## Double

"It is going to be tough in both classes," said Nation who took the 750 Metzeler title last year. "I have set my sights on the double this year. I consider there is a great future for proddie racing and what's more I find it competitive and enjoyable."

In the bigger class the two pace setters are certain to come in for a hard time from Richmond, Yorkshire, based Geoff Johnson on his Suzuki and New Zealander Glenn Williams, one time novice gold champion in his homeland, who has now turned full time motor cycle racer.

From Scotland there is a mounting challenge from Brian Morrison and Iain Duffus, while Leicestershire's John Swinger now finds more time to put on the pressure after being made redundant by his oil rig employers.

Over in the 750cc class there is already a Scottish challenge for the lead

from Eric McFarland on a Suzuki but the added interest in the class comes from Honda machinery with several riders on the VFR model.

## Australian Challenge

One of these is Johnson who will be looking to a boost up the title table and Australian Richard Scott who has already had a win in the series at Mallory Park.

Another young rider to watch is Coventry's Dave Hill — he's got bags of talent and just needs the boost to make the front line — and of course there is again a victory prospect in veteran Mellor.

Also among the top class entry who decided to contest the Metzeler rounds at Silverstone in preference to the world F1 championship round in Finland which is also scheduled for this weekend, are Keith Huewen on his Yamaha, Steve 'Stavros' Parrish who aims to bring his Loctite Yamaha in to the fray and Formula Two British champion Des Barry who rides a Suzuki.

With Silverstone hosting the crucial fourth rounds of the production championships all riders know that success on the fast circuit is essential if a share of the Metzeler prize purse is to come their way.

For the record the production bikes in action have exactly the same engines as any machine sold over the counter. No modifications are allowed to the internals and even the fairings have to be standard. The only changes allowed, are made on safety grounds such as replacement tyres and footrests.

Many of those in power at A.C.U. reckon the future of motor cycle racing lies within the production classes. Make a point of taking the time to see the proddies in action and see what you think!

# Saturday trial adds variety

New to Silverstone this year, for Saturday evening campsite entertainment is an arena trial, organised by the Banbury NOBAC Club — around 20 leading riders will be taking part in the contest which is designed to give road race enthusiasts the chance to enjoy another branch of the sport. The arena trial starts at 7.00pm.

The arena trial will be held on a part grass, part concrete area of the campsite with the riders undertaking a difficult course that includes tree trunks, cars, pipes of rock, oil drums and the like.



Banbury NOBAC was formed in 1953 by the amalgamation of the Banbury Auto Club and the North Oxon MCC and is primarily interested in off road sport organising several rounds of the British Motor Cross Championships.

Current activities are mainly concentrated on trials and for the past three years the club has organised the National South Midland Centre Trial, sponsored by local dealer Julian Wigg.



# Silverstone Armstrong — the British team to take on the World

## Donnie and Niall set for "home" success

by Nick Harris

When the British Racing Drivers' Club, who own Silverstone, decided to help young British riders in Grand Prix racing by forming their own team they looked no further than Chas Mortimer to spearhead their efforts as team manager.

The nine times TT winner was based at Silverstone with his racing school and his wealth of Grand Prix experience made him the ideal man for the job.

That was at the beginning of last year and since those early days the team of Donnie McLeod and Niall Mackenzie have done very well both in Britain and abroad. For Chas, who finished runner-up in the 1973 World Championship and his family, the closely knit team has meant a tremendous amount of hard but rewarding work.

"I thought it was tough when I was racing — this is even harder but equally rewarding," he said after seeing McLeod climb onto the rostrum for the first time after finishing second in the 250cc race at the recent Belgian Grand Prix.

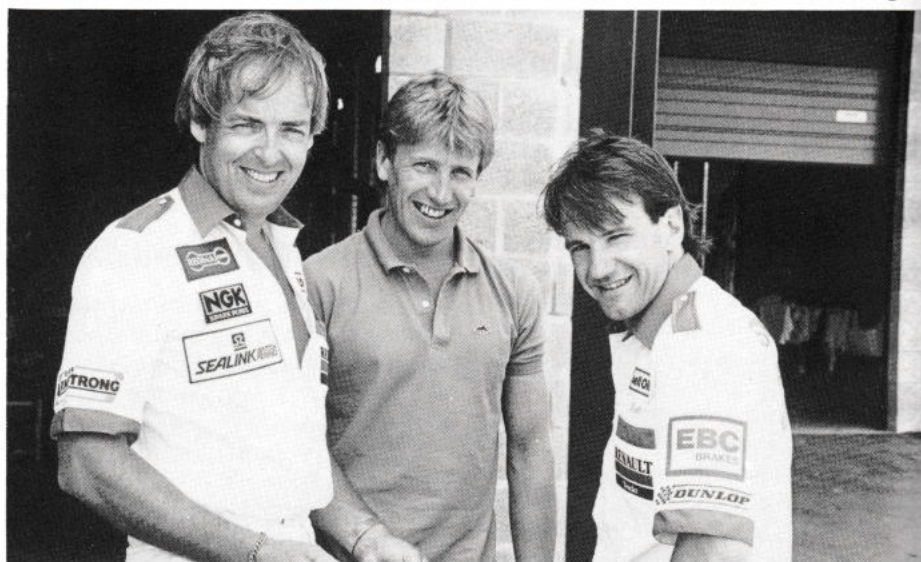
To find out just how hard a successful team manager has to work we spent a week with the team during the opening Grand Prix of the season in Spain. It turned into quite an eye opener.

That opening 250cc Grand Prix was held at Jarama just outside Madrid and with Niall Mackenzie out of action with a broken leg the promising Ian Newton was drafted into the squad to replace him.

Jim Wood, mechanic to Donnie McLeod, started the long journey by leaving in the van with the bikes and spares early in the week in order to grab a good spot in the very overcrowded and dusty Jarama paddock. Chas and the two mechanics Simon Bleasdale and Maurice Murray left in Chas's car on Wednesday and completed the long trip from Calais to Madrid in just 13 hours and arrived well in time for practice. Both Donnie and Ian flew to Madrid because straight after the race they

Chas looked very impressive on his Grand Prix debut. After making a good start the race was stopped because of an accident and second time round he was last away. He rode through the field and was up into 14th place when his Rotax engine went onto one cylinder and he was forced to retire.

There was no time for celebrating or



Chas Mortimer with riders Donnie McLeod and Niall Mackenzie. (All pics Ray Daniel)

were flying back to Britain to compete at Brands Hatch the next day. The Brands bikes would be ready for them on arrival at the Kent circuit and Jim was flying back with them to look after the machines.

Despite carburation problems because of a change in the weather Donnie rode well to finish in seventh place while Newton, who only got an entry after an impassioned plea by

commiserating. The two riders and Jim were rushed to Madrid airport in time for the Gatwick bound plane and the Shell Oils British Transnational Championship round at Brands Hatch.

It was worth the trip because in the pouring rain Donnie won the opening 250cc championship round but retired with mechanical problems in the second. What it meant was that the injured Mackenzie who was spectating was still leading the championship.

Meanwhile back in Spain and away from the luxury of air travel it was all hands to the pump. The engines for the Italian Grand Prix at Monza a couple of weeks later, had to be prepared at home.

Team manager turned driver Chas set off immediately with van and caravan while allowing mechanics Simon, Maurice and Geoff Crust, who had been working at least 16 hours a day on the bikes, a night's sleep in a hotel before setting off for Calais. They caught Chas up at Calais and travelled back together arriving here at Silverstone at 2am on Tuesday morning.

With ten engines due for dyno testing at Armstrong's headquarters in Bolton





# SRS

***"This could be you at the wheel of one of our Formula Fords"***



The Silverstone Racing School offers the best, most professional instruction available using its fleet of Van Diemen RF83 FF1600s, race tuned MG Maestro Saloons and MG Montego Turbo Saloons.

Being here today means you enjoy motor racing — why not try it for yourself. An introductory session with the Silverstone Racing School costs only £40 and puts you behind the wheel of a single seater or saloon on your first visit — from then on a course of instruction, competition in the Silverstone Racing Club meetings, public championship races and who knows, you could be a winner.



SRS uses and recommends Esso fuels and lubricants

To: Silverstone Racing School, Unit 22, Silverstone Circuit, Towcester, Northants NN12 8TL  
Please send me a copy of the SRS Illustrated brochure.

Name \_\_\_\_\_

Address \_\_\_\_\_

Postcode \_\_\_\_\_

Silverstone Racing School is a wholly owned subsidiary of the British Racing Drivers' Club Ltd.



that afternoon, they started work straight away and had the ten Rotax motors at Bolton by 2pm that afternoon. They stayed at Bolton until Friday although they returned with only four engines satisfactorily dyno tested in time for Italy.

Once again experience had taught Chas it was important to send an advance party to Monza to ensure a place in another chaotic paddock and Geoff and Maurice departed for Milan on the Saturday morning in the van and arrived after some hectic driving to grab a prime spot on Sunday afternoon a week before the actual race. Jim and Chas, the only members of the team with HGV licenses, drove the truck down on Monday while the two riders plus Simon drove down in the car via Nimes in France to pick up new leathers.

After so much effort and lack of sleep the actual race turned into the biggest disappointment of the season, Donnie lasted just one lap when the big end of his Rotax seized and Ian retired early on after seizing.

"It's moments like that when you are tired and the bikes have broken when you question if it is all worth it," revealed Chas. "However we traced the problem to a batch of faulty con rods from the Rotax factory and we went straight

to the Nurburgring in Germany where Donnie finished eighth and everybody was again looking forward to the next race."

He continued, "The mechanics work between 14/16 hours a day, seven days a week. I don't think people realise just how hard they have to work to get the bikes on the line in such excellent condition. We worked out that our vehicles travel at least a quarter of a million miles

a year on team business while the car currently has 80,000 miles on the clock after one season."

"However it's all worth it when you see Donnie climb onto the rostrum at Spa and if either of them are on the rostrum at Silverstone it will not only be just reward for such a hard working team but also for the faith shown by the BRDC and Armstrong in setting up the team."



The picture that justifies the effort — Donnie McLeod on the winner's rostrum at the Belgian Grand Prix. He finished second.

## FOR BIKERS WHO TAKE THEIR FUN SERIOUSLY



Each month  
on the 10th.

Road tests • technical developments • readers specials • product evaluations • trade news • bikesport reviews • legal advice • problem solving • stunning action photography • cartoons • special offers • racer interviews • free competitions • breakers • excitement • project bikes • tuners.

PERFORMANCE  
**BIKES**  
MAGAZINE



# 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

NO PUBLIC CAMPING FACILITIES WHATSOEVER ALLOWED INSIDE THE CIRCUIT PERIMETER FENCE.  
See map on page 51 for location of Camping Sites.

---

## 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

IL EST INTERDIT AU PUBLIC DE CAMPER A L'INTERIEUR DE L'ENCEINTE DU CIRCUIT.  
Voir plan page 51 pour l'emplacement du Site du Camping.

---

## 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

ABSOLUT KEINE CAMPINGMÖGLICHKEITEN INNERHALB DER UMZÄUNUNG DES RENNSELÄNDES.  
Sich Karte auf seite 51 wagen lage des Camping-platzes.

---

## Midland Bank

Eine Zweigstelle der Midland Bank befindet sich auf dem Markplatz hinter der Haupttribüne. Kassenzeiten 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.

---



## 'MARKET PLACE'

**MD Motor Sports** Phone: 0883 49281  
24 HOUR SERVICE

1 Godstone Road, Caterham, Surrey.

Just 3 mins from M25 junction 6. Open 5 1/2 days per week.

We stock: E.P.I.C. FUEL INJECTION by MicroDynamics, ELECTRONIC IGNITION for all competition applications, OVER-REV LIMITERS for use with all ignition systems, 'HYPERLITE'™ Competition & Performance H.T. LEADS, The best in TURBO ENGINE MANAGEMENT SYSTEMS, MD 'DYNORITE'™ Competition Ignition DISTRIBUTORS and a whole range of the very best electrical systems, tools, fittings & equipment for all levels of competitive motorsport.



**FULL MICRODYNAMICS CATALOGUE only £1 (UK).**

**Write or Phone NOW for our FREE Info Pack**

AD2 twin headlamp endurance-style full fairing, featuring a spoiler that works, giving your bike increased stability at speed. Complete with twin Cibie H4 (main, dip beam and pilot light). Will fit even if bike has engine crash bars.

Available for:  
Most Japanese bikes

Price £196

AD2 twin headlamp half fairing (as above). Available for most bikes of 500 c.c. and over.

Price £140

All fairings available in Black and White and come complete with tinted screen, all fittings and full instructions.

Carriage on all fairings £8



S.A.E. for further details.

**HQ Fibre Products**

Norwich Road, Lingwood, Norwich. Tel. 0603 713972

## Savoir Fare



- \* SPORTS VENUES
- \* OFFICIAL OPENINGS
- \* PARTIES
- \* BOARD MEETINGS
- \* CATERING

STRETTON SERVICES Eastboro Way, Nuneaton CV11 6QG

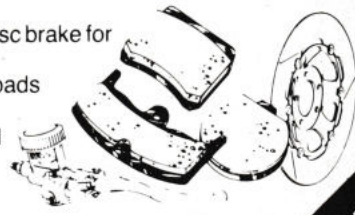
Telephone: Nuneaton (0203) 327292

## KINDER • TO • DISCS

### AP Lockheed Disc brake pads and brake equipment

AP Racing invented the disc brake for motorcycles 20 years ago.

Wet or dry, AP Lockheed pads have been outbraking the competition ever since – and with Lockheed pads your discs last longer!



**Andover Norton**  
International Limited  
West Portway, Andover, Hants

For detailed information and free AP Lockheed fork stickers send large 22p SAE to main UK Distributor stating present make of motorcycle.

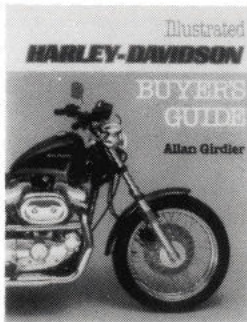
**IF IT'S BRAKES, LOCKHEED ARE THE BUSINESS**

**FIT ASBESTOS FREE LMP SERIES PADS**

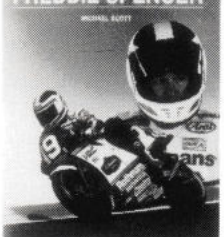
## 2 Great Books from Kimberley's

### The illustrated HARLEY-DAVIDSON Buyer's Guide.

No previous writing on Harley-Davidson has ever before analysed America's heritage this way. Invest in this book and you should be able to invest in the Harley way of life within a few pages. Essential Harley reference which should be in every saddlebag or hip pocket. Available now., £8.95.



### FREDDIE SPENCER



### FREDDIE SPENCER.

This book sees the start of a new series of books from KIMBERLEY's on the Champions of sport. Consisting of 64 pages of text and photographs, many in colour, Michael Scott has written an interesting and entertaining account of Freddie Spencer's life to date. Available soon. £5.95.

Coming soon will be booklets on the Honda and Yamaha teams.

Available from Chater & Scott stands around the circuit, all good bookshops or alternatively direct from the publishers.

Please send me **Illustrated Harley-Davidson Buyer's Guide** at £9.95 (incl p&p) and/or **Freddie Spencer\*** at £6.95 (incl p&p).

I am enclosing a cheque/P.O. for £\_\_\_\_\_ made payable to Kimberley's.

Name: \_\_\_\_\_ Address: \_\_\_\_\_

We also accept Access/Diners Club. No.: \_\_\_\_\_

Signed: \_\_\_\_\_ Expiry Date: \_\_\_\_\_

Send to Kimberley's, Dept GP, 4 Church Close, London, N20 0JU

\* Delete as appropriate

## COOMBS

### 10 Good Reasons to buy from one of the UK's foremost BMW Dealers

- 1 4.9% flat rate finance available on all new BMW's
- 2 Demonstrator BMW's available
- 3 New 1986 BMW range in stock
- 4 Quality used BMW selection
- 5 Loan motor cycle facility
- 6 Comprehensive BMW parts in stock
- 7 Mail order BMW parts service
- 8 Solus BMW servicing facility
- 9 BMW trained service technicians
- 10 All major credit cards accepted



**The Ultimate Riding Machine**

Deal with the best –  
Coombs of Guildford,  
Slyfield Green Estate,  
Woking Road, Guildford.  
Tel: 0483 69944



# 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

E' ASSOLUTAMENTE VIETATO CAMPEGGIARE ALL'INTERNO DEL RECINTO DEL CIRCUITO.  
Per favore riferirci a pagina 51 per posizione del Posto di Campeggio.

## 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 EREGERE 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

## Market Places

Don't forget to visit the Market Places which are primarily alongside the Service Road behind the Woodcote and Pits Grandstands and also in the Southern area 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.

The holders of sites at the time of going to press were:

### Pits Trade Area

1. Northants County Council — Road Safety Office
2. Bel-Ray Lubricants
3. SK Leathers
4. A. Mulligan
5. Promoto
6. Shell UK Oils
7. Clinton Enterprises
8. Allsport
9. Chater & Scott
10. Wilf Churchill
11. Marlboro
12. Marlboro
13. Darlington Motorcycles
14. AG Accessories
15. S & R Picker
16. Swift Leathers
17. John Lang & Co
18. Allsport
19. Rothmans
20. Top Shot Promotions
21. Promoto
22. Clinton Enterprises
23. Metzeler Tyres
24. Imperial Tobacco
25. Imperial Tobacco
26. AG Accessories
27. Silverstone Models
28. Shell UK Oils
29. WR Racewear
30. Clinton Enterprises

31. Road Racing/Back Street Heroes Magazines
32. Ogri Products
33. Motorcycle News
34. Duke Marketing
35. Midland Bank
36. Midland Bank
37. Grand Prix Promotions
38. Trackside Accessories
39. Frank Thomas Boots
40. AG Accessories

### Woodcote Trade Area

41. Marlboro
42. National Motorcycle Training Scheme — Star Rider
43. TT Supporters Club
44. Diet Coke
45. Brian Lindsay
46. Parkmount Trading
47. Imperial Tobacco
48. A. Cater Teeshirts
49. JRC Promotions
50. Isle of Man Tourist Board
51. Abasport
52. John Gee
53. Michelin Tyre plc
- 54.
- 55.
56. Dynamic Ltd.

57. Truck Display
58. Truck Display
59. Truck Display
- 60.

### Stowe Trade Area

1. Jaycessories
2. Chater & Scott
3. Silverstone Models
4. WR Racewear
5. Grand Prix Promotions
6. Rothmans
7. Shell UK Oils
8. Laxeywheel Printing
9. Diet Coke
- 10.
- 11.
- 12.

## 'Where To Stay & Eat'

### THE HEART OF ENGLAND HOTEL

DAVENTRY ROAD, WEEDON

'Weedon's NEW Hotel'

Beautiful Rooms \* Real Ale Bar

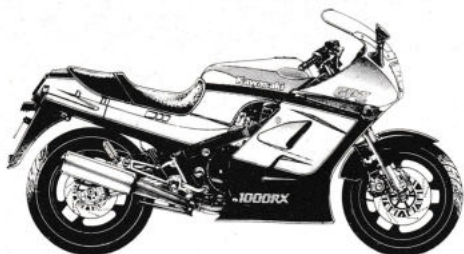
Intimate Restaurant Serving Superb Food

Picturesque Canal side Beer Garden

FOR RESERVATIONS TELEPHONE: WEEDON 40335.



# Kawasaki



**K MOTORCYCLES LTD**  
18 ST. MICHAEL'S ROAD,  
NORTHAMPTON. TEL: 0604 35634

**NORTHAMPTONSHIRE'S MAIN AGENT**  
**Z1000RX — ZX900 — ZX600**

**FULL STOCK FOR AUG 'D' REG**

FULL COLOUR CHOICE ALL OTHER  
MODELS HELD.

**SPARES — ACCESSORIES — SERVICE**

**ALSO AT**

60 TAVISTOCK ST., BEDFORD  
TEL: 0234 54474

593 HITCHIN RD., LUTON  
TEL: 0582 27416

## GARDNER & WHITE

Established 16 years :: 4 miles J14 M1 :: Open Saturday-Sunday 9-5pm

**THE HEART AND SOUL OF BMW IN THE MIDLANDS**

**\*Call Malcolm White to discuss your next BMW purchase**  
**You will get a full presentation of SELECTION, ACCESSORIES**  
**and COMPETITIVE PRICING\***

You are invited to visit us, where  
you will receive a warm welcome &  
you will not be pressured, inspect  
our BMWs, try them if you wish.  
Enjoy a cup of coffee and watch a  
video.

**TEST RIDE ONE OR TWO!**  
**SAT OR SUN 9 till 5**

**SERVICE**  
Cars/bikes in P/X. Delivery anywhere in  
UK. Free loan bikes for service  
customers. Low rate finance. Home  
loans over 5 years.  
**PHONE FOR USED BIKES IN STOCK**



### DEALER TOURS

**SHORT BREAK EUROPEAN**  
**TOURS EVERY SIX WEEKS**  
Hotel based including bed and  
breakfast. Experienced and first  
timers especially welcome.  
*Call in for details*

Stoke Goldington, Nr. Newport Pagnell, North Bucks. Tel: 090 855 469



**Towcester Tuning Shop**  
**"YOUR ONE STOP TUNING SHOP"**

**Forged 'High compression' Big Bore Kits**

### HONDA

(2v) CB750-836cc £178  
(4v) CB750-833cc £210  
CB900-987cc £210  
CB1100-1123cc £193

### KAWASAKI

Z550-610cc £178  
GPz600-633cc £275  
Z650-720cc £178  
GPz750-810cc £178  
Z900-1015cc £180  
GPz900-947cc £193  
Z1000-1105cc £180  
GPz1100-1170cc £193

We also stock most road race and drag race kits. Our spares stock is  
even larger for piston rings, pins, circlips, head gaskets and glass filled  
P.T.F.E. buttons.

### SUZUKI

GS550-610cc £178  
GSX550-630cc £197  
GS650-740cc £178  
GS750-844cc £180  
GS1000-1100cc £180  
GS1100-1168cc £193  
GSX1150-1229cc £193

### YAMAHA

XJ550-600cc £178  
FJ600-652cc £178  
XJ650-720cc £178  
XJ750-820cc £178  
XS650-750cc £151  
XS1100-1198cc £180  
FJ1100-1188cc £193



**Towcester Tuning Shop**

## BIG BORE CONVERSIONS

### HONDA

XL/CB100-125cc £30  
XL/CB125-145cc £30  
XL/CB125-175cc £79  
XL/XR185-200cc £69  
RS/XL250/305cc £125  
CB250N-300cc £145  
CB400N-450cc £95  
CB500-550cc £120  
CB550-610cc £140  
CBX550-620cc £150  
CB650-720cc £150  
CB750-823cc £160

### KAWASAKI

Z250-305cc £145  
Z400-460cc £170

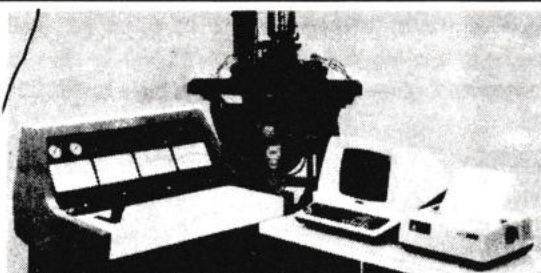
### SUZUKI

GSX250-340cc £145  
GS550-740cc £280  
GSX750-890cc £270

### YAMAHA

XT175-125cc £79  
XT1500-535cc £80  
XS650-840cc £170

ALL MACHINING WORK INCLUDED IN PRICES  
WE ARE A U.K. DISTRIBUTOR FOR 'ORIENT EXPRESS RACING' U.S.A.  
AND CAN SUPPLY MANLEY STAINLESS & TITANIUM VALVES  
KOSMAN DRAG CHASSIS & SWING ARMS N.O.S. NITROUS OXIDE  
SYSTEMS MURDOCH AIR SHIFTERS ORIENT EXPRESS — AUTOMATIC  
GEARBOXES AND ALL CIRCULE PRODUCTS.



## SuperFlow

TAKE THE GUESSWORK OUT OF TUNING  
HAVE YOUR ENGINE SET UP ON THE UK'S  
FIRST SUPERFLOW DYNO.  
DESIGNED TO TAKE ENGINES OR COMPLETE  
BIKES. RESULTS IN SECONDS!  
HORSE POWER GUARANTEED

**★ FREE DYNO ENGINE TUNE ★**  
**WHEN £500 OR MORE SPENT**  
**AT T.T.S.**

**EUROPEAN DISTRIBUTORS FOR**  
**COSWORTH, FORGED PISTON KITS**

RACE  
F2750  
GSXR750  
GSX750ESD  
XL500

ROAD  
GS1000-1100-1148  
Z1000-1105  
GSX1100-1170-1260 & EF  
GPz1100-1170

**THE BEST MONEY CAN BUY**

USED BY SUZUKI GB, YAMAHA AUSTRALIA,  
YOSHIMURA, KEITH HUEWEN & MANY MORE

**TOWCESTER TUNING SHOP**

Unit 3, Bradfield Close,  
Findon Road Industrial Est.,  
Wellingborough, Northants.

**Tel: 0933 77465**



### TSUBAKI & D.I.D. RACE CAMCHAINS

Top quality durable cam chains in stock for  
all four-stroke bikes, split chains with rivet  
links (not a soft link) available.

### H/DUTY CYLINDER STUDS

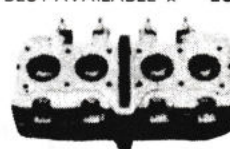
These chrome moly studs are recom-  
mended in tuned engines to prevent  
blown head gaskets, oil leaks and cyl.  
distortion.

For: CB/CBX550/750/900/1000/1100, GS/GSX550/750/1000/  
1100, GSX-R-750  
Z/GPz650/750/1000/1100,  
GPz900R (Bolts)  
FJ1100/1200

**From £35**

### SUZUKI SUPER HUB

**LIGHTEST ★ STRONGEST ★**  
**BEST AVAILABLE ★ £89**



GAS FLOWING

### MACHINE SHOP FACILITIES

RELINER  
VALVE GUIDE FITTING  
PISTON MACHINING  
VALVE SEAT CUTTING

### T.J.G. WELDING

(INC. ALUMINIUM)  
REBORING  
CASE BORING  
BIG VALVE CONVERSIONS

ONE OFF MACHINING



SAN RAFAEL CALIFORNIA (415) 472-3195

**VAST RANGE TO COVER**  
**VIRTUALLY ALL 4 STROKES**

**★ USA & EGC BIG BORE**  
**HEADGASKETS ★**

☆ **£25** ☆



# Other happenings

## Catering

There will be a full public catering service. See map on page 51 for main catering points.

## 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 3rd August.

## Pit Lane Walk-About

Holders of Centre Transfers will be admitted to the Pit-Road on Sunday, 3rd August between 09.00hrs and 10.45 hrs to get a close-up view of the Grand Prix machines.

## Parade of Flags

There will be a parade of flags of the nations represented in the Shell Oils British Grand Prix at 11.20 hrs on Sunday, 3rd August. The flags will be paraded by the Silverstone Racing School.

## Multipart British Truck Grand Prix

There will be a display on some of the trucks taking part in the Multipart British Truck Grand Prix which is being held at Silverstone on 16th/17th August, 1986 in the area behind the Woodcote Grandstands. Tickets for the event are on sale at the circuit this weekend.

## Assembly Area

The Assembly Area for competitors is situated the inside of Copse Corner adjacent to the pit exit road.

## SEE THE BIGGEST RANGE OF TEE SHIRTS AT SILVERSTONE

(at the **PROMOTO** trade sites numbers 5 and 21)



Come and see our vast range of tee shirts, hats, replica leathers, pants etc.

**SPECIAL  
GIFT  
OFFER**

Present the attached coupon at one of our trade sites and collect your special day free gifts

For the full range of Promoto products send an SAE to:  
**PROMOTO, P.O. Box 22, Banbury, Oxon.**



**SPECIAL  
GIFT  
OFFER**

*Special Gift Offer*

**SPECIAL  
GIFT  
OFFER**

Present this coupon at one of our trade sites to collect your free **PROMOTO** gifts.

**SPECIAL  
GIFT  
OFFER**

**SPECIAL  
GIFT  
OFFER**



# WHAT A TEAM...

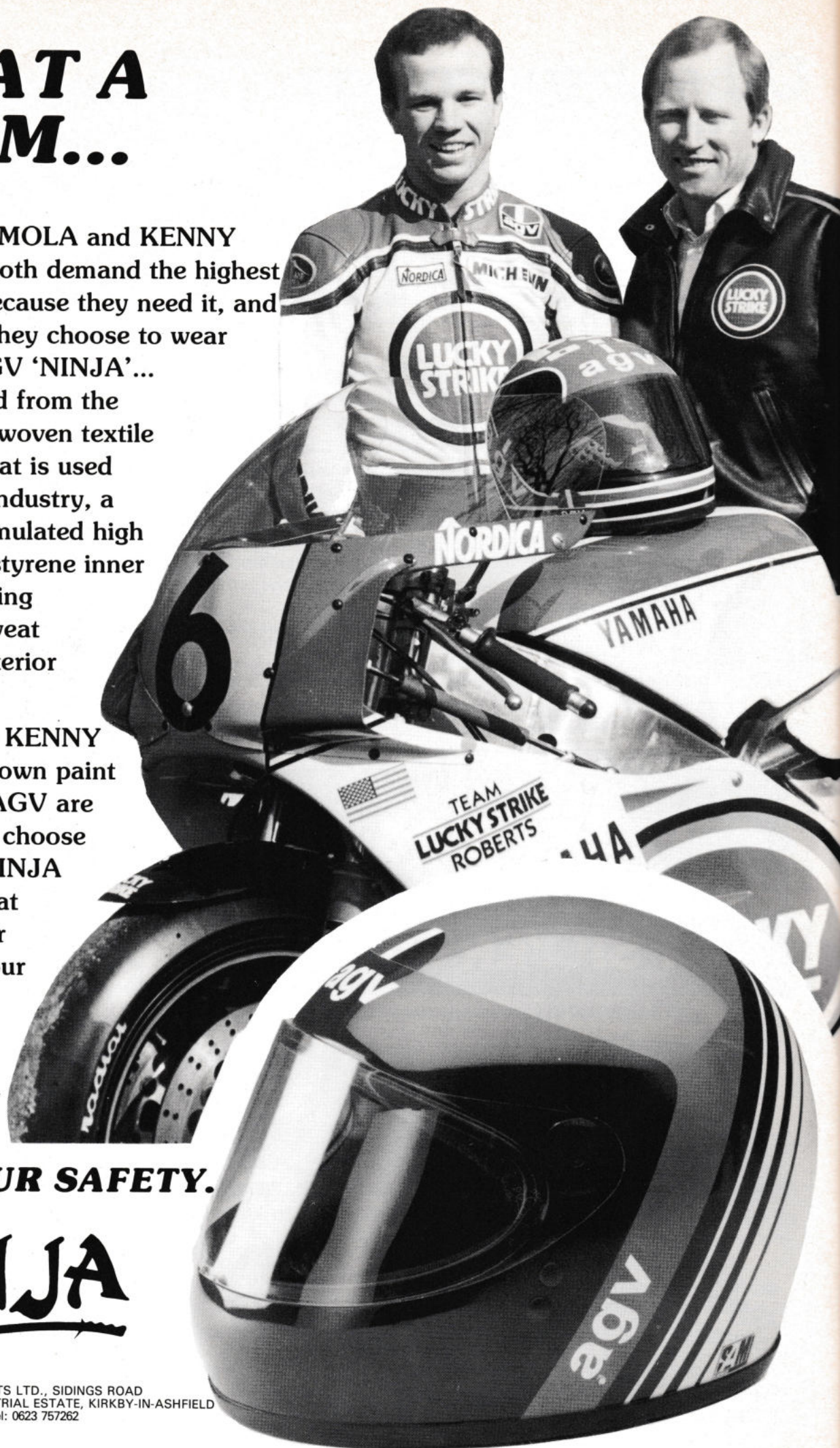
RANDY MAMOLA and KENNY ROBERTS both demand the highest protection because they need it, and so do you. They choose to wear the latest AGV 'NINJA'... manufactured from the very highest woven textile Fibreglass that is used in the Aero industry, a specially formulated high density polystyrene inner shell and racing developed sweat absorbing interior lining.

RANDY and KENNY choose their own paint designs but AGV are sure you will choose the superb NINJA paintwork that comes in four different colour schemes, there's one to suit you and your bike.

**FOR YOUR SAFETY.**

## NINJA

EURO-HELMETS LTD., SIDINGS ROAD  
LOWMOOR ROAD INDUSTRIAL ESTATE, KIRKBY-IN-ASHFIELD  
NOTTINGHAM NG17 7JZ. Tel: 0623 757262





# BIKESPORT VIDEO

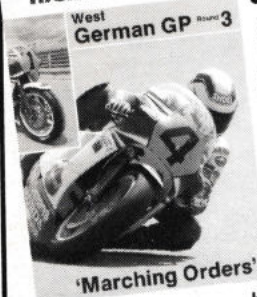
If you're into bikesport and miss seeing most of the good action on the racetracks of the world, don't worry! Since 1981 Duke Marketing have been supplying thousands of enthusiasts in dozens of countries with all their favourite action on high quality video tape. Our extensive range of over 150 bike titles is on sale at Silverstone from the DM caravan near the footbridge or from one of Chater & Scott's outlets.

from the  
world leaders –

## DUKE marketing

# BIKE GP HIGHLIGHTS 86

**BIKE GP  
HIGHLIGHTS 86**



**Come along for the ride of a lifetime following the GP Circus – as it happens!**

Last year's race coverage by Videovision of the GP's was probably the best ever. But 1986 sees even further improvement in depth of coverage (eight cameras plus camera-bike at some events this year!), quality (just watch those slo-mos!) and spectacle (the camera-bike gets better and better!).

Each programme is on sale 14–21 days after the race, it runs for 55–60 minutes and costs **£24.95 (+p&p)**

### PLUS

**Rounds ON SALE already:**

- ★ SPANISH
- ★ ITALIAN
- ★ GERMAN
- ★ AUSTRIAN
- ★ YUGOSLAVIAN

N.B. If you don't want to buy then please note that more and more motorcycle dealers and specialist shops are now offering our tapes on rental to the public.

Try your dealer NOW! List of dealers available on request.

# TT '86 'THE REAL THING'

This is your chance to experience the TT from more vantage points and closer than ever to the real action; hear the background stories from the stars themselves, study team preparation, witness the kings of the roads in stunning slow-motion, re-live the atmosphere – yes it will all be there in 'The Real Thing'. Place your order now for the only FULL race coverage produced by professionals using broadcast-standard equipment. You won't be disappointed!

Videovision Ref. 1216 60 mins  
First deliveries due early July

**£29.90**

### FREE literature on request.

Whatever your motorsport interest, send now for our FREE Catalogue (tick coupon or write in).

### General Information

All titles available in VHS & Beta formats for PAL system. Some titles also available in VHS and Beta for American NTSC systems.

Ordering couldn't be easier. By post use cheque, PO/MO or Credit Card. OR order via any Post Office using NATIONAL GIROBANK TRANCASH (pay account No. 661 2862). By phone (24 hrs) use credit card or COD for fastest possible despatch. Delivery 7–28 days. If you're not satisfied then we will replace or give you a refund within 30 days of purchase.

To: Dept. 252,  
PO Box 46,  
Duke Marketing,  
Douglas, Isle of Man  
Tel: (0624) 23634



C.H. Wood/Castrol  
Ref. 1002  
60 mins **£29.90**

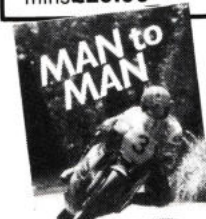
**RACING INTO  
HISTORY**



MCRV  
Ref. 1138  
55 mins **£24.95**



**To the Limit**  
1985 Road Race GP Season Compilation. More coverage than ever before of a FULL season condensed into 60 minutes. Comprehensive, well filmed and action-packed. Includes the on-bike footage which has revolutionised GP coverage. Videovision Ref. 1313 mins **£29.90**



1985 TT Races

### TT Tribute

Our best selling tribute to the legendary Mike Hailwood features the '67 Ago v Hailwood battle in Diamond Senior and Mike's last win in 'Winning Formula' ('79).



with a camera on the tank! Unforgettable experience. C.H. Wood Ref. 1034 50 mins **£29.90**



of-view. Super slo-mo of 140 mph+ wheelies. BHP/Shell Oils Ref. 1076 50 mins **£24.95**



lucid commentary. Sidecar GP precedes main race. Also featuring 1956 North West 200. Castrol Ref. 1080 45 mins **£19.95**

### V Four Victory

Still in our 'Top Ten' after 3 years! Highlights of the Ulster GP precede Joey Dunlop's staggering 110+ mph lap of the TT course

### You're on Your Own/From Bray to Governors

Classy Shell Oils film about the 1982 F1 TT and featuring a lap of the course filmed from Mick Grant's point-

# MAN TO MAN

Most comprehensive coverage ever of the TT. Our 1985 programme has received worldwide praise. Not to be missed!

Videovision Ref. 1075 60 mins. **£29.90**

Credit Card orders taken 24 hrs

Please send Tapes in VHS/Beta of (title) (incl. £1.50 p&p) each. I enclose cheque/PO for £ or charge my

FREE Catalogue ☐ Credit Card a/c No.

Name  Address

Signed

\* Delete as applicable.





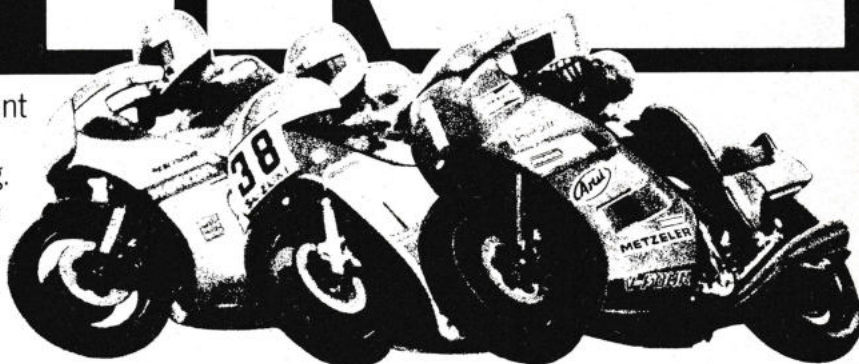
# METZ WINZ

No tyres give you as much excitement as Metz.

On the track, they just go on winning.

On the road, the same tyres will give a winning edge to your bike.

Contact your local dealer or the Metz' promotional vehicle at this event for more information.



## METZ WINZ AT 1986 TT

### Class A

3rd B. Morrison  
4th N. Jeffries  
5th B. Woodland  
6th Helmut Dahne

### Class B

1st Phil Mellor  
2nd Helmut Dahne  
4th T. Nation  
6th A. McGladdery

### Class C

1st Gary Padgett  
2nd M. Wheeler  
5th P. Nicholls

### Class D

1st Barry Woodland  
2nd Graham Cannel  
3rd Mat Oxley  
5th Glen Williams

SEE THE NEXT ROUND OF THE METZELER PRODUCTION SERIES  
AT OULTON PARK 23/25th AUGUST 1986.



## METZELER

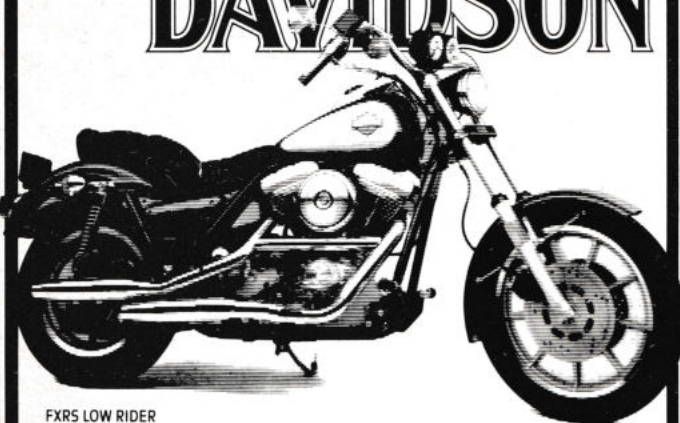
### ADVANCED MOTORCYCLE TYRES

Metzeler Tyres, Units 9 & 10, Sneyd Trading Estate, Burslem,  
Stoke-on-Trent, Staffs. ST6 2DL. Tel: 0782-826699

A division of Belstaff International Ltd.



# HARLEY-DAVIDSON™



FXRS LOW RIDER

## ONCE AGAIN, WE'RE GIVING YOU A SNEAK PREVIEW OF NEXT YEAR'S IMPORTS.

Again this year, there is a flood of V-Twin cruisers. And again, Harley-Davidson® is the common denominator.

The one everything else tries to measure up to. The Low Rider™, the Super Glide®, the new Sportster® 1100, and the new Sportster 883. If you're ready for something more than a copy, come and see the original design. Ours.

### Harley-Davidson International

P.O. Box 79, Northampton, NN3 5JW  
Telephone 0604 414876 Telex 31612 OTSSG



©1989 Harley-Davidson Motor Co., Inc.



## Yanks are Champs when it comes to hospitality



The ultimate in hospitality, that's an American.

Your own corporate livery design, on the outside, and luxury and comforts radiating on the inside, means you can relax and entertain in confidence.

Many years of experience enables us to offer helpful advice in customising any vehicle to your specific requirements. Hospitality when and where you need it, that's versatility in action.

Send for details now.



**TRAVELWORLD**

Hire 'em, Buy 'em, Enjoy 'em.  
Stafford Road, Fordhouses, Wolverhampton,  
West Midlands WV10 6WR.  
Telephone: 0902 784478.

**HOTLINE ACTION.**  
Telephone: 0902 784478.

## STEVE BULLOCK ENGINES

*East Anglia's leading 4-stroke tuning specialist*

**For race proven engine preparation  
and performance.**

Parts, Gas Flowing and Porting a speciality.

Big Bore Conversions and High Performance  
Cam Shafts supplied and fitted.

Specialists in tuning GPZ, GS, GSX  
and CBX's.

### COMPLETE WORKSHOP FACILITIES:

Reboring, Machining etc.

*Ring or write enclosing S.A.E. for a quote,  
whether it be an engine rebuild or a complete  
rolling chassis built to your requirements.*

*A collection and delivery service is available.*

**ENGINE TUNING ISN'T CHEAP SO  
CONSULT THE EXPERTS**

**UNIT 20, EAST COAST TRADING ESTATE  
CLENCHWARTON ROAD,  
WEST LYNN, KINGS LYNN,  
NORFOLK, PE34 3LW  
TELEPHONE: 0553 771466**

F.H. WARR & SONS LTD  
104 WATERFORD ROAD  
LONDON SW6 TEL 01 736 2934  
THREE CROSS MOTORCYCLES  
WOOLSBIDGE INDUSTRIAL ESTATE  
THREE LEGGED CROSS  
WIMBORNE  
DORSET TEL 0202 824531  
THREE CROSS MOTORCYCLES  
COLLINGTON  
BROMYARD  
HEREFORDSHIRE HR7 4NB  
STAG MOTORCYCLES  
98 HANDFORD ROAD  
IPSWICH IP1 2BH TEL 0473 59444

*The New Harleys.*  
*Ride One.*



EASYRIDER  
100 EAST BANK ST  
SOUTHPORT  
MERSEYSIDE  
RIDERS (BRIDGWATER) LTD  
9-11 MOYMOUTH ST  
BRIDGWATER  
SOMERSET TEL 0278 457652

CUSTOM FASTENERS LTD  
UNIT 3  
BROAD GROUND RD  
LAKESIDE INDUSTRIAL ESTATE  
REDDITCH  
WORCS B98 8YP TEL 0527 20200  
THE HARLEY SHOP  
UNIT 1E  
THORNTON ST  
GAINSBOROUGH  
Lincs TEL 0427 610336  
STEVE RHODES MOTORCYCLES LTD  
39-41 BOLTON RD  
BRADFORD  
Yorks TEL 0274 733746



# NASHUA SPORT



Tel: (0420) 84488



Official Copier to the British Grand Prix, Lombard RAC Rally, Cowes Classic Offshore Powerboat Race and Henley Royal Regatta, NashuaSports is a comprehensive results service providing 'up-to-the-minute' information for the world's press and spectators. With the support of some 24 Team Nashua agents, NashuaSport is in action throughout the UK at events ranging from Ladies Gymnastics Tournaments to providing press information at Party Political Conferences.

The service uses the full range of A3/A4 copiers with reduction, enlargement and collating facilities to satisfy a multitude of different requirements from reducing weather maps for offshore racing to copying computer printouts of rally stage times. This season of events comprises numerous exciting international events involving the entire Team Nashua network.

For your free Nashua copier information pack please complete this coupon.

Please return to Nashua Customer Services  
Nashua Copycat Limited Cory House Bracknell  
Berkshire RG12 1ET Telephone: (0344) 426555

Name:

Position:

Company:

Address:

Tel:

COPIERS IN ACTION **NASHUA**  
SPORT





**Discover the flavour.**

---

**LOW TO MIDDLE TAR** As defined by H.M. Government  
DANGER: Government Health WARNING:  
**CIGARETTES CAN SERIOUSLY DAMAGE YOUR HEALTH.**





## The leading line-up that puts Shell first in motor cycle oils.

What range of motor cycle oils gives you such a leading 'line-up' of high performance and peak protection products?

Shell motor cycle oils have been tested to the limits in every type of modern machine, including the most powerful four and two-stroke racers, high revving motocrossers, low geared trials irons and multi-cylinder production bikes.

Time and time again they have proved their performance. Racing with the top teams and the world's leading riders, Shell's string of championship successes are legendary.

So whether you ride a super sports bike or a small engined single, there's a Shell motor cycle oil made for your machine.

You'll find them at Shell garages and leading motor cycle dealers.

For your nearest stockist call 061 488 3023.

**Shell Oils**

Technology you can trust

