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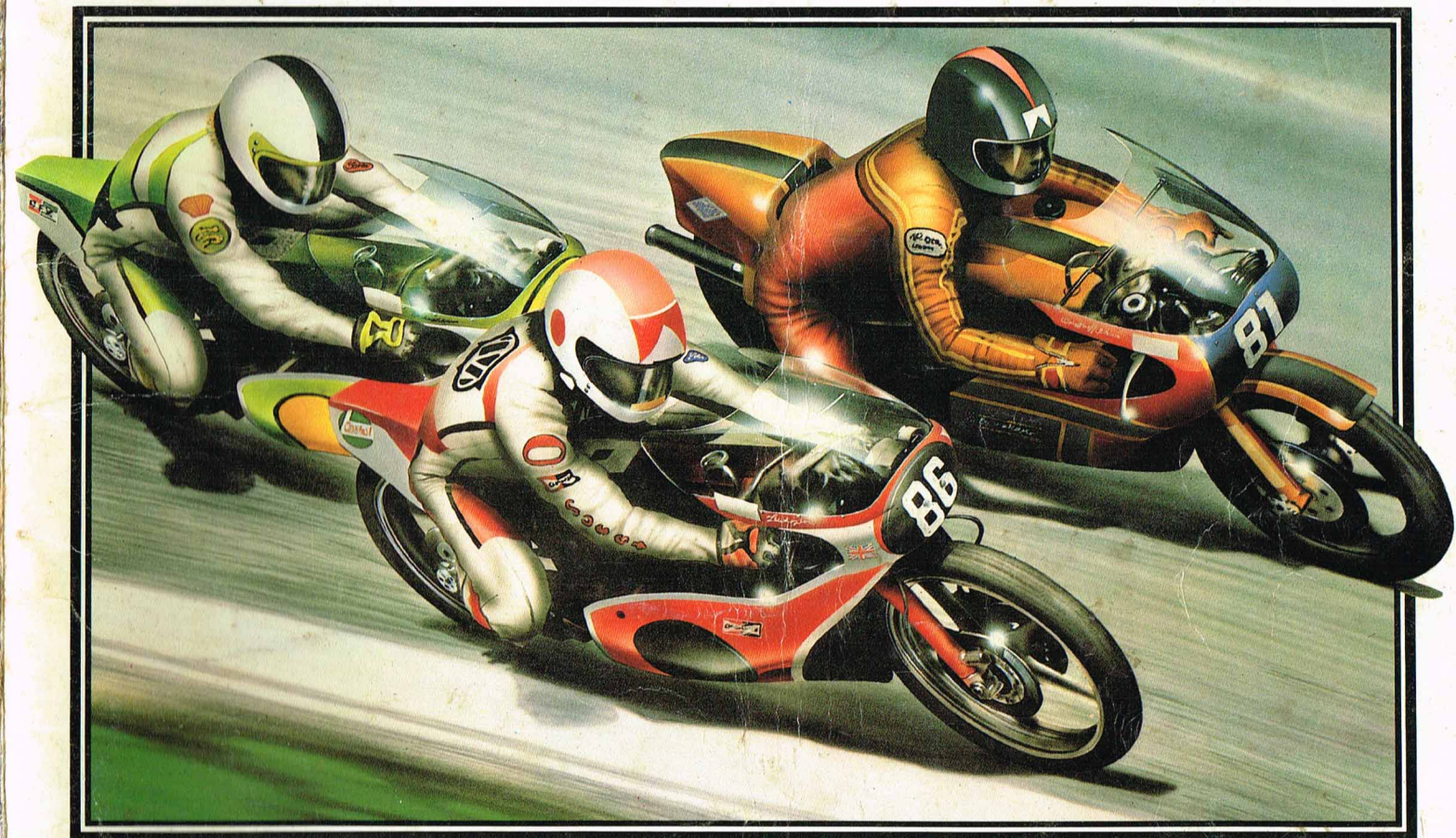
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British Grand Prix

World Championship for Motorcycles

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Grand Prix Circuit
Silverstone
SUNDAY AUGUST 2nd.
Qualifying July 31st and August 1st



Official Programme
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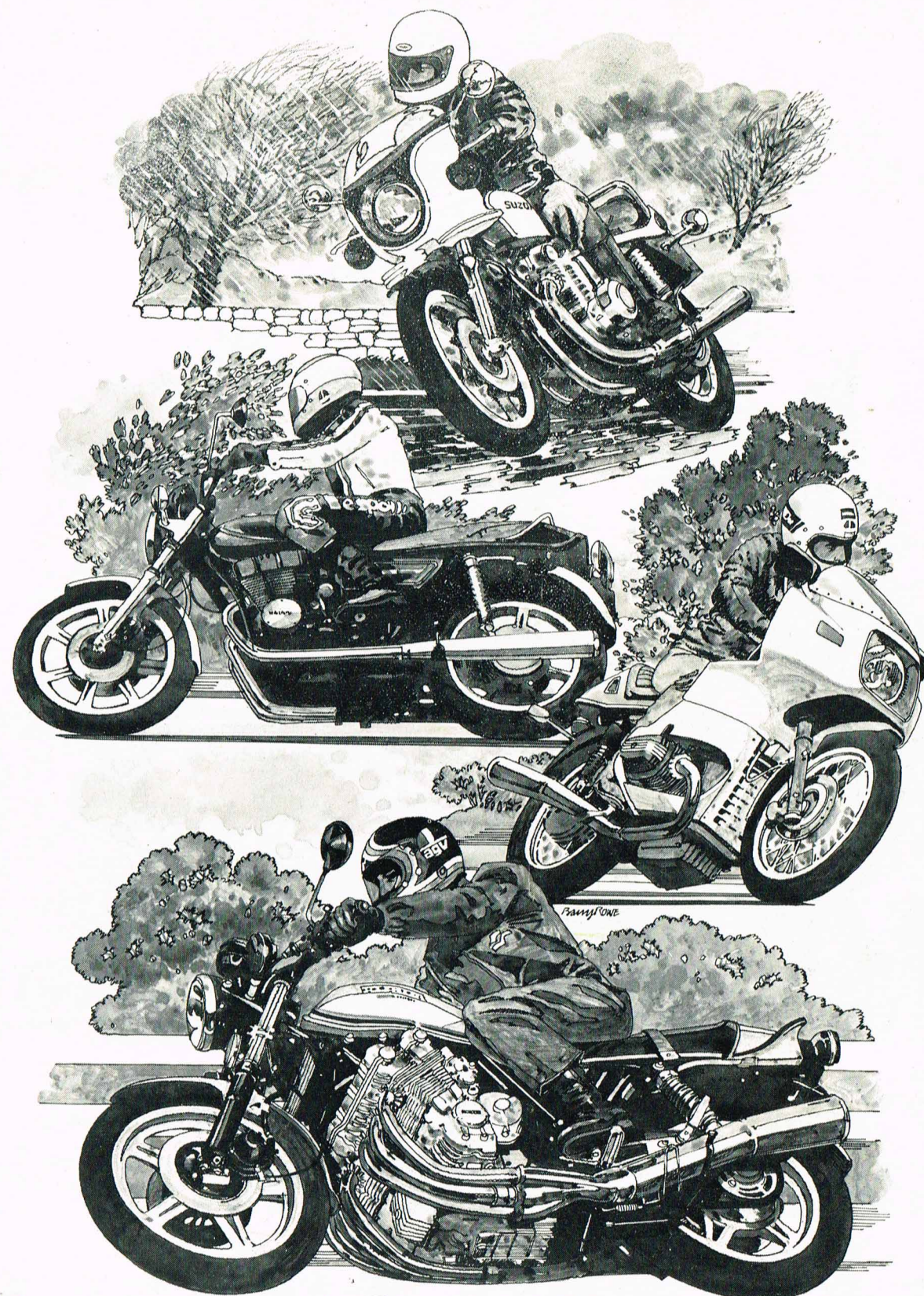
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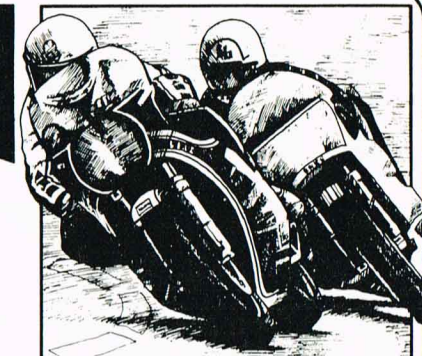


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Marlboro British Grand Prix



Timetable

Friday 31st July

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

Saturday 1st August

09.00 — 09.30	Practice for 125 cc
09.40 — 10.10	Practice for 250 cc
10.20 — 10.50	Practice for 350 cc
11.00 — 11.30	Practice for 500 cc
11.40 — 12.10	Practice for Sidecars
13.30 — 14.00	Practice for 125 cc
14.10 — 14.40	Practice for 250 cc
14.50 — 15.20	Practice for 350 cc
15.30 — 16.00	Practice for 500 cc
16.10 — 16.40	Practice for Sidecars
16.50 — 17.20	Practice for TT Formula 1

Sunday 2nd August

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

The above starting times are approximate

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

Marlboro



The Marlboro British Grand Prix is undoubtedly one of the highlights of the sporting year. The atmosphere here at Silverstone is always tremendous. The organisation radiates efficiency and the racing is electric.

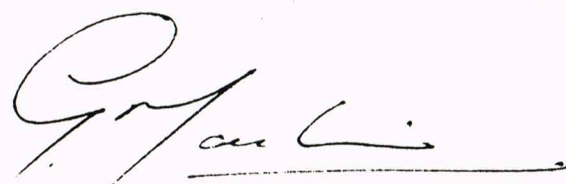
This is the third year we have sponsored the Grand Prix and the first two will certainly take some following. The Sheene/Roberts battle of 1979, Mamola versus Roberts last year, not to mention the excitement of Jock Taylor's World Championship win — all quite something to emulate!

Who will win this year? Perhaps we have a pointer from the Marlboro Transatlantic Series at Easter. In 1979 America won the Series and Kenny Roberts the Grand Prix. Last year America won the trophy once again and Randy Mamola won the Grand Prix. This year Britain won the trophy . . . what price Barry Sheene today?

Most of you are by now familiar with Marlboro's commitment to both car and bike racing. On the two-wheel side, you may also have read recently that we have expanded our bike racing coverage to include an additional meeting this year.

I would like to take this opportunity to pay tribute to Silverstone who have had to work exceptionally hard this year with the Motorcycle Grand Prix following so hard on the heels of the Car Grand Prix — just two weeks separating the two. This has called for enormous effort from Jimmy Brown and everyone at Silverstone Circuits and, of course, my own hard-working promotions staff.

I would like to thank them, Vernon Cooper and all at the ACU, the competitors and you, the public, for supporting us.



George Mackin
Sales Director, Philip Morris Limited

British Grand Prix



As we move into the 80's, motorcycle sport has proved to the world that it is the fastest growing and most exciting of all sports and, although I am no doubt somewhat biased, I consider motorcycle Grand Prix racing the most exciting of all motorcycle sport — it is always a battle between the giants of racing — men who have proved themselves on various circuits around the world. To be an FIM Grand Prix World Champion is surely the highest accolade any driver can receive. Today we see the reigning world champions fighting for championship points to retain their titles. We have our own world champions Jock Taylor and passenger Benga Johansson and TT Formula Champions Graeme Crosby, Ron Haslam and Charlie Williams.

Sidecar racing is far removed from the old days of "oil dripping" machines which, of necessity, had to be raced last in the programme of races — now we have wonderfully prepared machines, most spectacular to watch and quite often these machines are a product of the driver's own engineering skill.

I make no apology for using my foreword this year to praise the sidecar drivers. The solo drivers usually get the glory and publicity whilst the sidecar drivers provide much of the excitement without getting the praise or rewards they deserve.

On behalf of you all I wish today's drivers the best of luck and once again a special word for our own reigning world sidecar champions Jock and Benga — when you see them racing just spare a thought for their 108 mph record lap speed over the 38 mile difficult mountain circuit at the 1981 Isle of Man TT — a performance which was incredible.

Have an enjoyable day — I know you like Silverstone and the Marlboro British Motorcycle Grand Prix and I am pleased to tell you that the Auto-Cycle Union plan to remain at Silverstone for the foreseeable future.



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

The Grand Prix Scene

Chris Carter reviews today's four solo Grands Prix

500cc — Can Mamola catch Lucchinelli

If Marco Lucchinelli does win this year's 500cc championship, then he and the rest of the Gallina Team from Italy will point to his victory at the Belgian Grand Prix at Spa-Francorchamps as being a major factor.

Because Marco, or 'Lucky' as he prefers to be known, did not just take 15 valuable points that day, he inflicted an impressive and morale boosting defeat on Kenny Roberts, the reigning world champion.

An early shower of rain in the 20 lap race seemed almost heaven sent for Roberts. The Yamaha rider had been the leader after taking over from team mate Barry Sheene before the end of the opening lap, and looked set to hold off the pack.

Then it rained, and Boet van Dulmen showed just how good he is on a wet track by rocketing through to take a commanding lead.

But when it began to dry Kenny was back ahead, and things looked good for the 29 year old Californian.

But Lucchinelli had other ideas. Down in fifth place on the opening lap Marco produced one of the finest rides of his career to catch and finally beat Roberts in one of the most thrilling ends to a Grand Prix ever seen.

When any rider can give Kenny Roberts that sort of head start, and still win then he must be world championship potential.

Not that either Roberts, or fellow American Randy Mamola will accept that they cannot be the 1981 champion until it is mathematically impossible for them to do so.

For a long time though, the championship had been a five, or even possibly a six man battle with Randy Mamola's team mate in the Ingersoll Suzuki G8 squad Graeme Crosby, Roberts' partner Barry Sheene, and perhaps Dutchman Boet van Dulmen on another Yamaha as championship contenders.

And the way the 500cc series began Suzuki could have been excused for thinking that the championship was going to be in their possession quite easily.

Randy Mamola headed home Graeme Crosby and Japanese factory tester Hiroyuki Kawasaki to a convincing 1-2-3 for Suzuki in the Austrian Grand Prix.

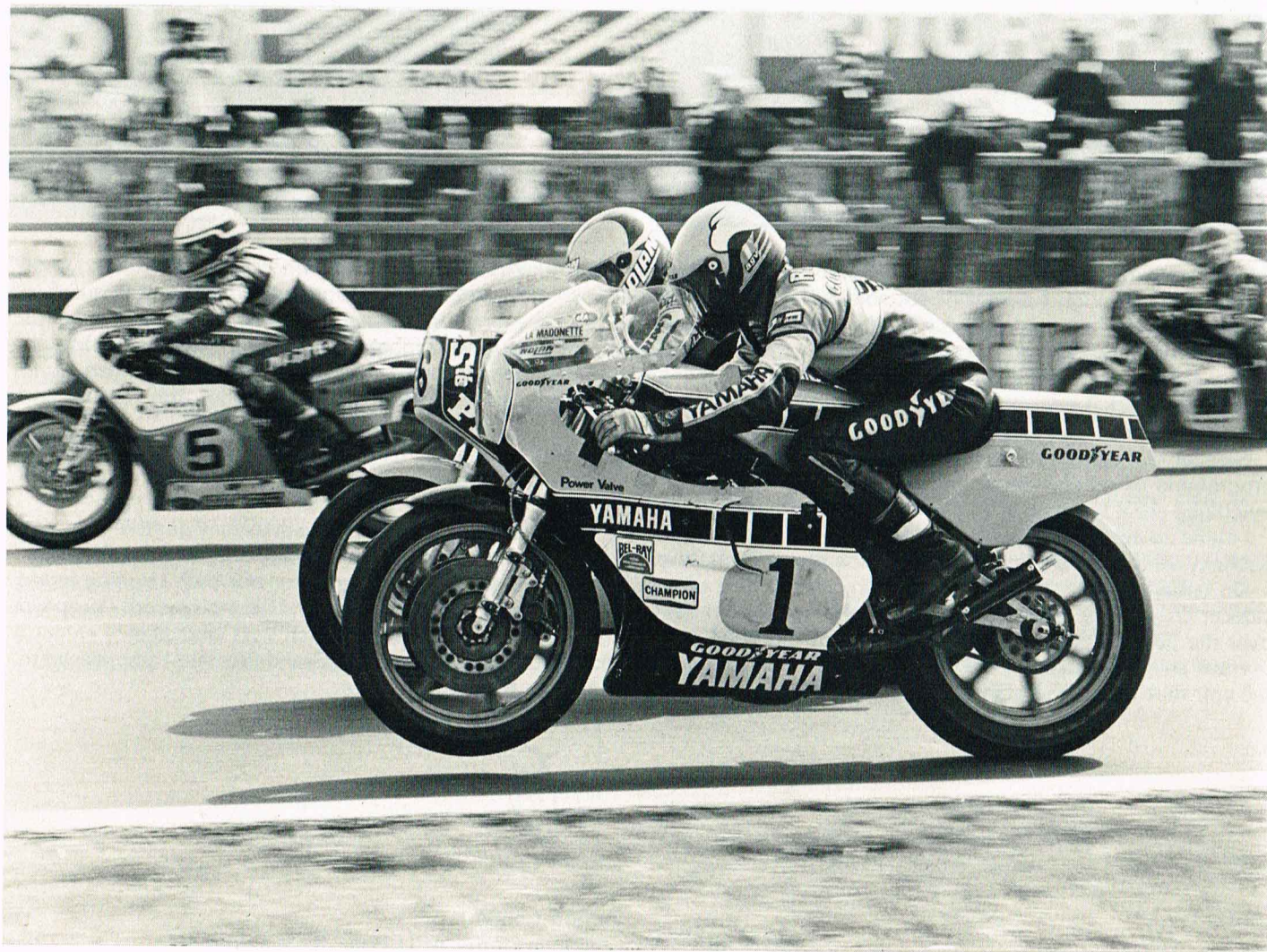
Mamola, the 21 year old Californian had shown at the end of last season that he had his sight firmly fixed on this year's title.

In the last few months of the season Randy beat Kenny and the rest of the championship contenders again and again, including victory at the Marlboro British GP here at Silverstone.

During the winter months the slimmed down Suzuki factory squad of Mamola, Crosby and Lucchinelli tested the new, lighter bikes which had been tailor-made for each rider.

The new Suzukis were impressive and Yamaha's early season results were disappointing. But they had a surprise up their sleeve in the form of a brand new, square-four machine with power valve.

It was tested by Roberts at the Salzburgring circuit just days before the race, and though the speed of the bike seemed good enough, the handling left a great deal to be desired.



The start of last year's 500 cc Grand Prix.



Lucchinelli celebrates his victory in the Dutch TT.

If the outside world thought Suzuki were going to walk-it, the Suzuki factory were less confident. Mamola had seen in the race that the Yamaha was fast, and that only inferior handling was holding Kenny back.

That problem was to handicap Kenny, and later Barry Sheene who picked up his 1981 bike for the French GP at the Paul Ricard circuit near Marseilles.

But despite all that Kenny and Barry were producing results good enough to keep them firmly in contention.

By Assen, traditionally the halfway point in the season Kenny was still second in the points table, just eight points down on championship leader Mamola, with Lucchinelli third, three down on King Kenny, and Sheene fifth, just behind Graeme Crosby, but only five points adrift of Lucchinelli.

Assen was to be a black day for Yamaha. Both Roberts and Sheene were out of contention before the race had hardly begun.

A sudden shower of rain before the start of the race had left everyone scurrying to replace tyres. In the hurry to change the front wheel in Kenny's bike a brake pad was put in the wrong way round.

Just seconds before the traffic light blinked from red to green Kenny dramatically pushed his bike off the grid to the side of the track and despite sporting efforts by both Boet van Dulmen and Jack Middelburg, officials had no choice but to start the race.

Sheene's Yamaha was reluctant to start and the entire pack had lone gone before the square four chimed into life. Barry managed just a lap, but the bike was only running on three cylinders, and he pulled out.

To add more embarrassment to what was obviously an upsetting set of circumstances, the president of the Yamaha factory had flown in just hours earlier to see the European operation, and watch the race.

But two more extraordinary events early in the race took some of the sting out of Yamaha's misfortunes.

First Randy Mamola crashed at high speed when for the second year in succession his helmet vizor misted over and he lost visibility.

Then Graeme Crosby touched the white paint at the side of the track, just like Randy, and went down hard. Both were unhurt, but their bikes were battered, and more important vital championship points were gone.

That left just Lucchinelli and van Dulmen of the top six points

scorers in the running, and not surprisingly they were the pace makers.

Van Dulmen had guessed wrongly that the rain would continue, and gone for full wets, while Lucchinelli had picked intermediates.

As the track dried out Boet slowed, and Marco increased his lead.

Suddenly Kenny, champion for the past three years was third in the points battle, and there were now two men for him to beat.

In the past Kenny has had the advantage of almost exclusive help and assistance from Goodyear that has given him an advantage over his rivals.

This year Goodyear have not always produced the right tyre for the job. But that is in many ways simply because Yamaha have had problems sorting out the frame for their latest machine.

Until the handling is something like, then Kenny is unlikely to have the right tyre from Goodyear, and already the attitude of the Yamaha team is that this year may have to be written down as a development one for the new bike.

Kenny says that he will return to Europe for one more year, but that does not mean he has yet written off this one.

Television cameras at the Belgian round showed that the Yamaha was certainly a bit of a handful on the tricky sections, but Kenny is the supreme competitor, who just hates to be beaten.

Roberts started the year badly in Austria, crashing in practice and then being forced out in the race itself with a faulty monoshock suspension unit.

But the 'King' bounced back a week later at Hockenheim, when Roberts pipped Mamola to the line after a sensational race with the young Californian and Lucchinelli.

Lucchinelli's chances of starting the year with a win had crashed to earth seven days earlier at the Salzburgring circuit, when he ran out of brakes while dicing with Mamola for the lead. Cynical observers claimed that over enthusiasm coupled with over confidence was perhaps a more likely reason for Lucky's trip down the road in Austria.

But for the Italian Grand Prix, Lucchinelli was in more serious mood. He topped the practice leaderboard, only for more misfortune to dog him in the race.

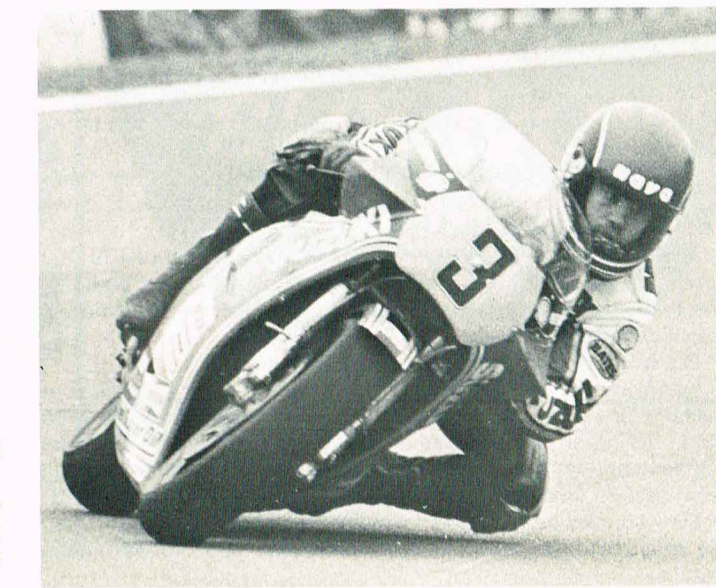
Despite changing a plug on the line the factory Suzuki ran on three cylinders for most of the race. It wasn't until after the race that the cause was found. A tiny piece of rubber formed when slicks are cut down to make wet weather tyres had gone into a carburettor, and jammed there.

Another wet race kept speeds low, though, and Marco was able to limp his way round to finish fifth, while Kenny Roberts moved ahead of Mamola for the first time by beating Graeme Crosby to the line by almost five seconds.

Third home was Britain's own Barry Sheene, and that lifted him into fourth place in the championship.

From then on Lucchinelli has scarcely put a wheel wrong.

He beat Mamola by over five seconds at the French Grand Prix to put himself back into the championship reckoning.



Randy Mamola at Assen.



Roberts and Sheene — will there be a repeat of the 1979 duel?

Roberts, in trouble with tyres and unable to match the pace of the Suzukis after leading in the earlier stages, slipped back to finish fifth, behind Lucchinelli, Mamola, Crosby and Sheene, giving his square four its first outing of the season.

Now just eight points separated the top five men. Things were hotting up.

They were hot enough in Yugoslavia, that's for sure, because stamina and character were put firmly to the test in near heatwave conditions.

Mamola lasted best of all, and those fifteen points moved him eight points ahead of Roberts in the table.

It was another marvellous 500cc battle featuring all five top championship contenders.

Troubled with tyre problems, just as he had been in France, Sheene dropped back to settle for fifth, and soon after Graeme Crosby lost contact with the leading group to run the rest of the race fourth.

Lucchinelli grabbed second place, finally to improve his championship placings, with Roberts third, some seven seconds down on the battling Suzuki dup.

And so to Assen and Spa Francorchamps. A crowd of 130,000 robbed of what might have been another classic big bike battle, in the first, and a shower of rain that left the track wet for three or four crucial laps at the other.

But it has not only been Suzuki and Yamaha.

Kawasaki too worked hard in the winter months on their four cylinder Grand Prix machine, and the result was impressive. With Kork Ballington on board the 'Green Meanie' began to figure regularly among the quickest bikes at any GP and only bad luck from time to time stopped Kork scoring more points than he did.

Even so third place behind Lucchinelli and van Dulmen at Assen for the South African gave them their first appearance on the podium.

Sadly Gregg Hansford had little chance to show what he could

do in the 500cc class on a similar machine.

The Aussie crashed at high speed at Imola early in the season in an international event, and badly broke his leg. Complications set in that delayed Gregg's return to the sport, and after racing with limited success in Holland, Gregg had the misfortune to hit a marshall's car parked in a slip road after discovering the 500 Kwacker had no brakes, and broke the same leg again, above the knee.

The NR500 Honda was less than a lap away from its first world championship point at Assen in the hands of Takazumi Katayama, but on the last lap the ignition failed when lying tenth.

The Honda team then returned to Japan for more development work with the possibility they might return for Silverstone.

Wil Hartog was another famous name to pull out of the sport this season, but unlike Honda, who say the break is temporary, Wil announced he was quitting for good.

Fellow countryman Jack Middelburg was angry that he did not get the works Suzuki, and that coupled with some broken bones in his hand after a spill in Yugoslavia persuaded Jack to threaten to retire, too.

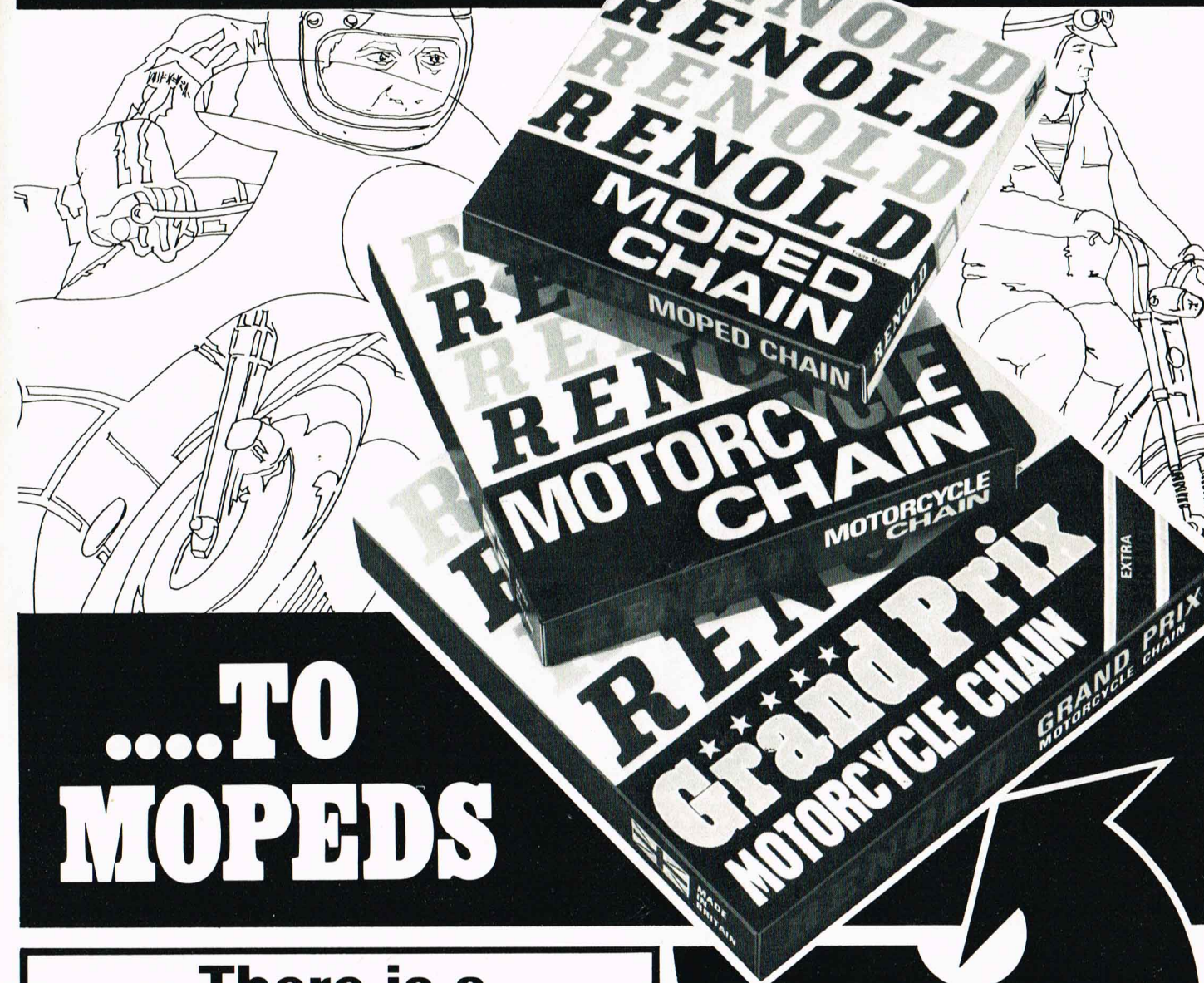
A hurried whip-round raised some cash, and Jumping Jack was talked back in time to race at Assen, and he scored there and in Belgium.

The bikes Jack wanted went to Franco Uncini, but the Italian is having problems in adjusting to the machines, and in fact Yamaha privateer Guido Paci, a colourful character both on and off the track has had a much better season, points wise.

Paci, a 39 year old pilot in the Italian Air Force has shaved his head, and races in pink leathers on a pink painted bike. He's quite a lad.

Other new names to watch for are Giovanni Pelletier and Sergio Pelandini having their best seasons ever in the 500cc class, while Frenchman Bernard Fau on the Serge Zago Suzuki, and fellow countryman Marc Fontan and Christian Sarron on the Gauloises Sonauto Yamahas are as impressive as ever.

FROM SUPERBIKES...



....TO MOPEDS

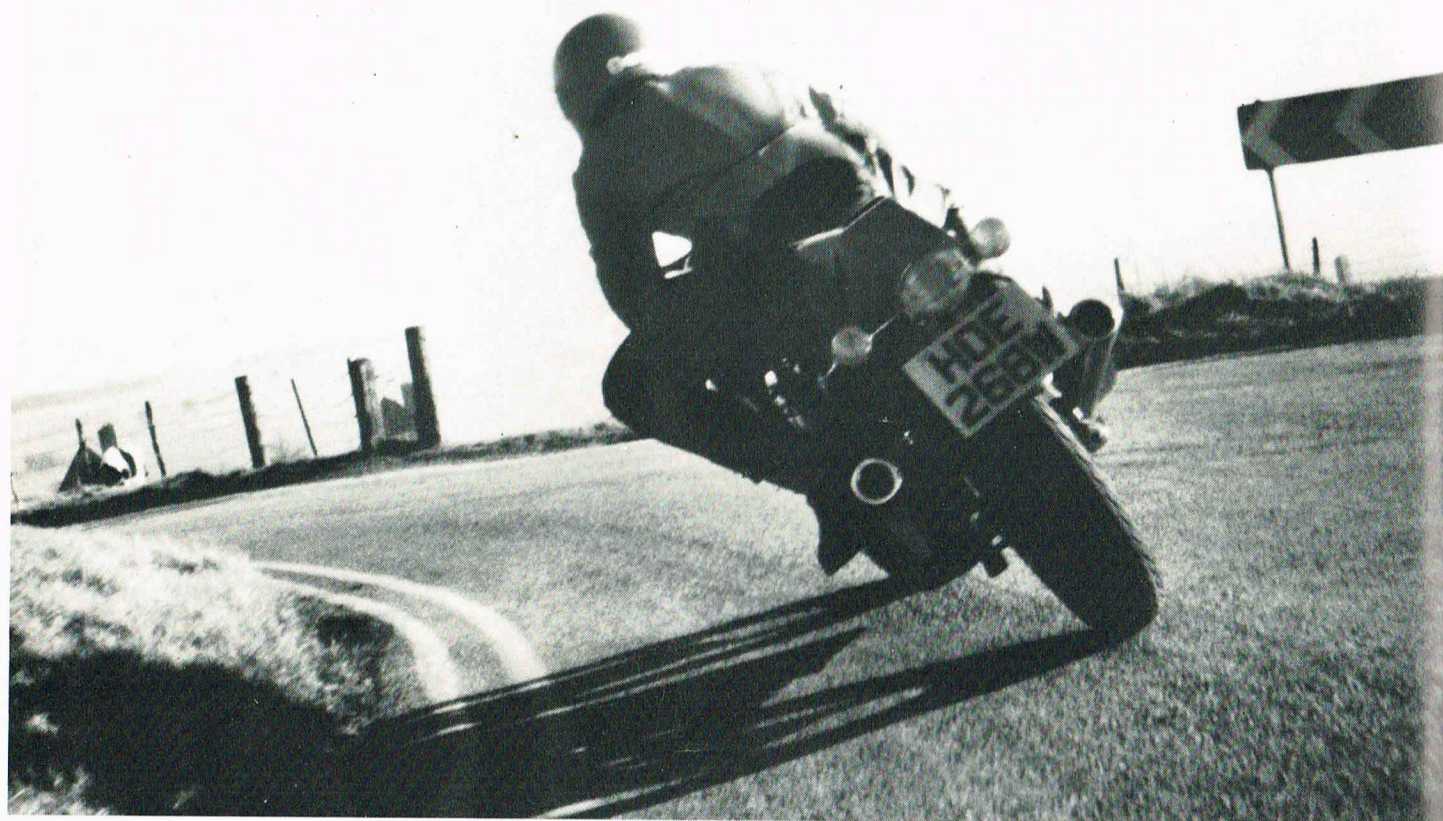
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Whichever size bike you ride there's a set of Dunlop tyres with performance to match.

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He won't sell you anything too exciting.

DUNLOP

K181, K91 Red Arrow, K98 Rain Cheetah.

350cc — Ekerold chases Mang

After Jon Ekerold was unlucky enough to break his ankle badly in a spill at a minor international meeting at Raalte in Holland, the 350cc class has looked a shadow of its former self.

But Jon says that if he can he will ride at Silverstone the penultimate round in the series, in the hope that he can salvage what now looks a lost cause.

With just the British and Czechoslovakian rounds to go Anton Mang, Ekerold's arch rival holds a 21 point lead. Is it all over, bar the shouting?

Not if you listen to Jon, who says he will not concede that he has lost the title he fought so hard for last year, and so ferociously this season.

For those who have not seen the no-holds-barred battles in places like Monza, Hockenheim and Salzburgring, the 350cc clash between Mang and Ekerold has meant little.

But to see this pair wheel to wheel, elbow to elbow and at times, even paintwork against paintwork has been an experience.

Mang was upset at losing the 350cc title last year, and Jon is not the sort of man to keep quiet if he feels something needs saying.

Fanned by newspaper stories in the German motor cycle press in the winter, Jon and Toni were already unhappy with each other before the season has even started.

Things were not improved when Ekerold tried to organise a boycott of the opening round in the championship in Argentina, on the grounds of excessive cost.

Mang would have no part in the agreement, and when the Kawasaki factory backed rider said he would go, the rest, reluctantly followed suit.

But Ekerold had the last laugh in South America. He won the race, while Mang, unhappy with the 1981 machine finished a lowly seventh.

More words in print inflamed the situation, and in an effort to ease the tension, Jon publicly shook hands with Toni before the start of the 350cc race in Austria. He need not have bothered!

Throughout the race the pair dined furiously and Frenchman Patrick Fernandez could hardly believe his eyes as the rivals touched fairings time after time.

In the sprint to the flag, though Fernandez nipped past them both, with Mang taking second place, and Ekerold third, with just three tenths of a second covering them both.

Ekerold was furious. He had had to pick up his bike to avoid both him and Mang crashing in the final few dramatic corners, and felt that the West German had been guilty of reckless riding.

It was a sensational race, but that had been on the cards because less than a second had covered the top ten or so in practice, with Mang a whisker ahead of Ekerold and Fernandez.

In the race Graeme Geddes followed a fine ride in Argentina to take fourth spot from Venezuelan Carlos Lavado, with Britain's own Keith Huewen starting the season superbly in this class on a TZ Yamaha that had cost him the princely sum of £750 at the start of the year.

A crash for Ekerold early in the next round at Hockenheim gave Mang an undisputed win. He beat Frenchman Eric Saul by 45 seconds with another Frenchman Thierry Espie third, and that man Huewen continuing to impress in fourth place.

Patrick Fernandez crashed in Germany, too, and Mang was clear at the top of the table.

The fireworks exploded again in Italy though as Mang and Ekerold fought out another enthralling race. For 22 laps they battled out in front, with one, then the other leading, and neither giving away anything at all.

In the run in to the flag Jon squeezed Toni out towards the grass as he drifted wide from the final sweeping right hand bend, and the German had the choice between easing off, and disappearing into the Grandstand.

At the flag the South African was given the verdict by just six hundredths of a second.

Hard riding Massimo Matteoni took third place after poor Patrick Fernandez had been slowed by a broken exhaust pipe, and in fifth place was Eric Saul.

That cut Mang's lead to just three points, but the West German bounced back with a clearcut victory in the heat at Yugoslavia.



Jon Ekerold.

Jon's bike was not going well, and he was also in trouble with the rear tyre, but after the race he was not prepared to hide behind excuses.

He admitted that on the day Mang had had the measure, but pointed out that there were still three rounds to go.

Sadly Jon's crash put paid to him appearing in the first of those remaining races.

Again it was Mang who scooped up maximum points, chased and harried for a while by Carlos Lavado, but in the end the German had opened up a fifteen second advantage.

Frenchman Jean Francois Balde on the Kawasaki was third, beating Patrick Fernandez, with Britain's best 350cc man on the GP trail, Keith Huewen seventh.

Australian Graeme McGregor had been third for a while to a holded expansion chamer slowed him, letting Balde and Fernandez, but the Colonial held on to fifth place.

Mang only needs to finish behind Ekerold to clinch the crown at Silverstone, but there is no such thing as racing certainties in this sport, and both Lavado and Fernandez are eagerly looking forward to the wide open spaces of the Northamptonshire track where they both believe they can spring a surprise.

Watch out too for Graeme MacGregor wanting to add more points to his season's tally to ensure a top 15 place, and no worries about getting GP starts next season.

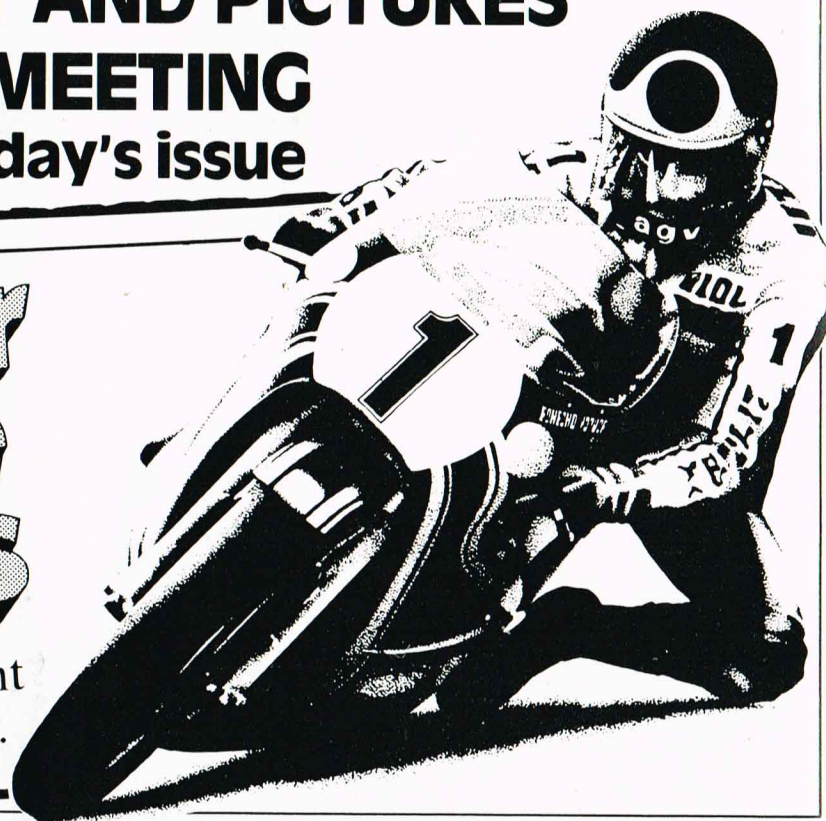
For the same reason two of Britain's GP regulars Tony Rogers and Tony Head are hunting for points. It was here last season that Rogers, from Yorkshire made his world championship debut in spectacular style.

He has learnt a lot this season, and with the right sort of luck he, and the more experienced GP campaigner Tony Head, of Coventry, could land that top ten place.

Two Belgians, Didier di Radigues and Rene Delaby sharpened up their racing form over the past two or three seasons at British internationals and now both are established Grand Prix contenders.

Like Rogers and Head they too are searching desperately for points, and Silverstone, as ever, should provide an enthralling 350cc race not just for the top three places but all the way down the field.

**FULL REPORT AND PICTURES
OF TODAY'S MEETING
in next Wednesday's issue**



250cc — Nobody to stop Toni Mang



Carlos Lavado ahead of Toni Mang in the Dutch TT.

Toni Mang failed to score a single point in the opening round of the 250cc championship in Argentina, but the West German has more than made up for the blank scorecards in the rounds since then.

He has dominated the class at every Grand Prix, almost without exception and there has been absolutely no one capable of stopping Toni retaining his crown.

But behind him? Well that's a very different story!

Venezuelan Carlos Lavado and Frenchman Jean-Francois Balde have had a ding dong scrap throughout the year for runner up place, and the fight is a long way from over.

Lavado, the colourful character from South America has established himself as one of the sport's most popular competitors, both on and off the track.

He even started the year with a new name. In Argentina he was down in the programme as Carlos Lavado Jones in honour of his great grandmother who had been English, he claimed.

On the Venemoto Yamaha though the clowning stops. He rides hard, and effectively. In five GPs he failed to finish outside the top three and in one of the most competitive of all the solo classes that's quite an achievement.

His race track rival Balde is another enormously popular rider. One of the longest serving Grand Prix riders, Jean Francois is loyal, friendly, amiable, modest and a big kid at heart!

Over the past few seasons the Grand Prix paddocks have seen plagues of pellet guns, water pistols and motorised skateboards, all thanks to Monsieur Balde!

But like Lavado, Balde is a different character when he puts on his 'race face'.

The year started superbly for the 30 year old Frenchman. He won the opening round of the competition at Buenos Aires beating 20 year old Australian Graeme Geddes and another Frenchman Patrick Fernandez.

Geddes, who made just two brief GP outings in the 1980 season, the Dutch and the Belgian to see what it was all about, came close to winning the South American opener.

He made a terrible start, caught and passed everyone, and then had to ease off because of a sticking throttle, allowing Balde to regain the lead.

Since then Graeme has failed to recapture that sort of form thanks to a variety of problems, culminating in a high speed spill in practice for the Dutch TT which left him with a hairline fracture of the right leg.

But Geddes, a tough little character did not let little details like that stop him riding in the Belgian GP the following weekend and finishing thirteenth.

Fourth in Argentina was Herve Guilleux, on the Spanish built, Rotax powered Siroko, but like Geddes the Frenchman has not been able to repeat that sort of scoring power.

Mang, on the new Kawasaki failed to finish in the top ten in that opening round. But he had the new bikes well sorted for the first European round of the competition in Germany.

Toni won the race easily followed home by Lavada and Swiss Roland Freymond on the Italian made Ad Maiora.

But it was the battle for the lower leaderboard places that captured the imagination of the 120,000 fans at Hockenheim.

It featured Italian Paolo Ferretti, Spaniard Angel Nieto, American Richard Schlachter, Austrian Edi Stollinger, Swiss Bruno Kneubuhler and Jean Francois Balde, and they crossed the finishing line at the end of the 19 laps in that order and separated by just 2 1/2 seconds.

Second fastest in practice to Mang that meeting had been Patrick Fernandez, but a seized engine put him out of the running early on.

From there the competition moved on to Italy, and heavy rain



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2. It was just one of those things.
3. In the still of the night.
4. Ev'ry cloud has a silver lining.
5. I'm singing in the rain.
6. Your tiny hand is frozen.
7. People who need people.
8. Pass me by.
9. You'll never walk alone.
10. The bells are ringing for me and my gal.

UNIPART The answer is yes. Now what's the question?

made a mockery of practice times.

Mang had been quickest of all, followed closely by Balde and American Eddie Lawson in the middle of a three meeting trip to Europe that saw him figure prominently in practice, and then suffer mechanical problems in all of them.

Mang led the race on a very wet and slippery track, but he was caught and passed by Frenchman Eric Saul on the Chevallier Yamaha he opened up a sizeable lead.

Mang did not even manage to hang on to second place. He was pipped in the closing stages by Italian Maurizio Massimiani on the Ad Maiores.

Saul's celebrations did not last long, though. He and the others had been involved in a furious row at the paddock exit because they had been late coming out onto the grid after waiting to change tyres.

An FIM International Jury meeting that evening excluded Saul and fifth place man Patrick Fernandez from the results, but a later appeal happily saw them reinstated.

Fourth home was young West German Martin Wimmer, a talented young Grand Prix newcomer who had earlier won the very competitive Yamaha Cup series back home.

Martin had finished sixth in Argentina, too, and despite his lack of experience seems set to establish himself as one of the handful of top class Germans in the solo GP classes.

The French round at the Paul Ricard circuit was not surprisingly swamped by French riders who took six of the top ten places. But they did not provide the winner.

As ever that went to Mang, who beat Thierry Espie on the Pernod Yamaha by just over three seconds. Third was Lavado, almost eight seconds behind, with Balde keeping the fight for runner up position in the championship table going by taking fourth place.

The sensation of the race was Pierre Bolle. The younger brother of Motobecane factory man Jacques Bolle, Pierre was having only his third race outing on a TZ Yamaha. He was fourth fastest in practice, and fifth home in the race, all in his second season of racing and his first ever Grand Prix.

Bolle came close to pulling off a similar sensation in the Belgian round, but after finishing fifth fastest there, a faulty carburettor put him out of the race before it had begun.

Mang won again in Spain, Holland and Belgium to pull further and further clear in the points table.

Balde beat Lavado for second spot in Spain, but then slipped to sixth in Holland, where Carlos chased in vain the all conquering Mang.

Lavado got the better of the Frenchman in Belgium, too, finishing second, with Balde third, and the fight was really hotting up.

Patrick Fernandez has scored regularly throughout the year, and he too has not yet given up hope of a late spurt to carry him higher up the final championship table.

He likes Silverstone despite the odd crash or two, but watch out also for his team mate Thierry Espie on the French made Pernod. It made its GP debut in Holland and has improved with every outing. It's fast, too, so it should be suited to the Northamptonshire track.

Richard Schlacter has been out of luck lately. He was last away in Holland, and battled through bravely to finish eighth, and failed to score thanks to some wet practice at the Belgian GP followed by two engine seizures in the final two sessions.

Ace tuner Kevin Cameron has been doing preparation on Richard's bike, and there appear to be some tenuous links with the Yamaha factory, too. Watch out for Richard at Silverstone.

Belgians Jean Marc Toffollo and Didier de Radigues figured well in Spa Francorchamps, and the pace of Jean-Marc's Armstrong could carry him to points in the British round.

French privateer Jean-Louis Tournadre also opened his GP scorecard in Belgium. Proof that the right tyres can make a difference came when Jean Louis was given the 'right' tyres by Michelin after a good practice performance.

The tyres clipped four seconds off Tournadre's previous best lap, and failed to produce a single slide throughout the race, claimed the young Frenchman.

Sadly Tony Head, despite an excellent practice performance at Hockenheim has failed to score a single championship point at the time of writing, but it certainly has not been through the want of trying.

Neither has Tony Rogers, but he too has been desperately close on the rare occasions he has been able to persuade organisers to give him a start.

Tony was last qualifier in France, for example, but charged through to twelfth place on his Armstrong, before time ran out to stop him improving still further.



The 250 class always provides close and exciting racing. Today's race is sure to keep up the tradition.

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125cc — Angel Nieto — The Undisputed King



Angel Nieto and Loris Reggiani on their factory Minarellis.

Angel Nieto is the undisputed king of the smaller solo classes, but the wily old Spaniard is enough of a showman to help stage some of the very best races of the Grand Prix season in the 125cc events.

Nieto on the beautiful Minarellis prepared in Italy with all the skill and care in the world by two stroke wizards Jan Thiel and Martin Mijwaart from Holland has kept a firm grip on the class this season with wins in Argentina, Austria, West Germany, France, Spain and Holland.

But that has failed to stop the interest among the fans as Nieto's team mate Loris Reggiani, former champion Pier Paolo Bianchi on the MBA, Frenchman Guy Bertin on Sanvenero, little Swiss Hans Muller on the MBA and another Frenchman Jacques Bolle on the Motobecane have battled ferociously for points.

Nieto started the ball rolling by winning the opening round in Buenos Aires, followed home by Reggiani, the young Italian and Jacques Bolle making his debut as the new factory rider for the French Motobecane team.

Bianchi struggled in the South American sunshine and finished fifth, behind local hero Willi Perez, but Pier Paolo bounced back to take third spot to Nieto and Reggiani, just seven tenths of a second down on the back-up Minarelli man.

Bolle couldn't ride here because an arm he had broken after being brought down on some water at Paul Ricard a couple of weeks earlier had not healed enough, and Bertin was put out for the second time with a broken bearing on the Sanvenero.

Nieto completed the hat trick at Hockenheim, but Reggiani's bike broke on the eighth lap when lying third, and this time it was Stefan Dorflinger from Switzerland who emerged as runner up over ten seconds down on Nieto, with Hans Muller grabbing third place.

Italy gave Guy Bertin and the Sanvenero factory their first win after Nieto had taken a rare spill in the early stages, and Bianchi had been forced to retire.

Angel battled through to fourth place though, but he was a long way behind third place finisher Jacques Bolle, who in turn was well down on Reggiani.

Nieto made no mistake in France, though, and beat Bertin by almost seven seconds, followed home by Bianchi and Muller, with Reggiani a lowly sixth, and now beginning to trail still further

behind Nieto in the championship points table.

Nieto won in front of his own fans in Spain, and Reggiani got the verdict after a near dead heat with Bianchi the following weekend in Yugoslavia after Angel and Bertin had fallen in separate spills on the first lap.

But Angel more than made up for that mistake with a tremendous victory at Assen at the end of one of the best races of the year.

He, Reggiani, Bianchi and Muller figured in a race long scrap that had the 130,000 in a frenzy.

At one stage, Reggiani tried to go round the outside of Bianchi on one corner, while Nieto nipped through on the inside to pass them both!

Hans Muller dropped a little way back to finish fourth, but those eight points were enough to keep him level pegging, at that time with Bianchi.

Sadly Stefan Dorflinger will not be able to add points to his tally at Silverstone. He was thrown from his Kreidler at high speed on the last lap of the 50cc race at Assen when leading Ricardo Tormo.

He was very lucky to escape with nothing more than broken bones in his hand, but that injury will probably keep him out of racing for the entire season.

But even though the factory backed bikes of Nieto, Reggiani, Bolle, Bianchi and Bertin have dominated the races so far, privateers can and do figure well in this very competitive class.

Muller is one, but Venezuelan Ivan Palazzese on his MBA regularly make the top ten, and so does Argentinian Willi Perez.

Spaniard Ricardo Tormo has been drafted into the Sanvenero squad for the last half of the season, and with the 50cc title wrapped up Tormo could well spring a Silverstone surprise.

Keep an eye on Maurizio Vitali from Italy, one of this season's discoveries.

Sadly British interest in the 125cc class since the days of Clive Horton have been nil. With little interest at international level in this country, it's not surprising that our boys are reluctant to buy expensive machines for just a few races.

But the fact remains that any would-be Grand Prix competitor might very well find that it is far easier to get an entry in the 125cc class than the 250 or 350cc events.



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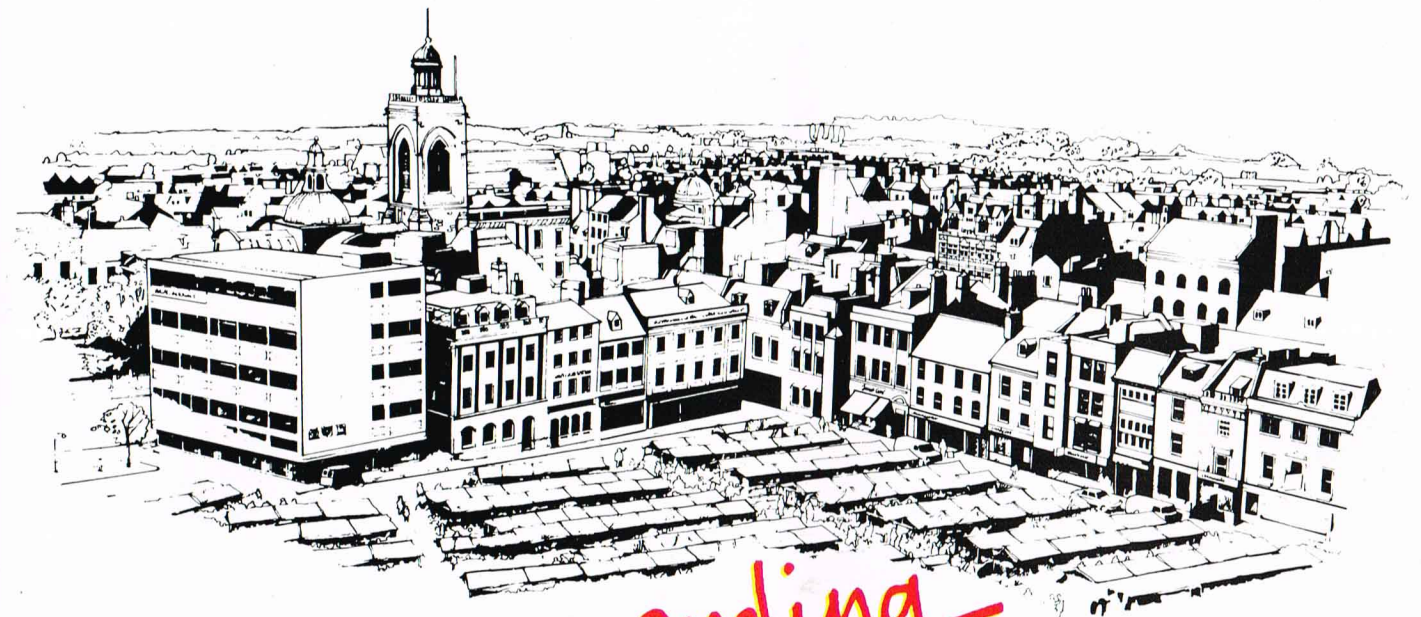
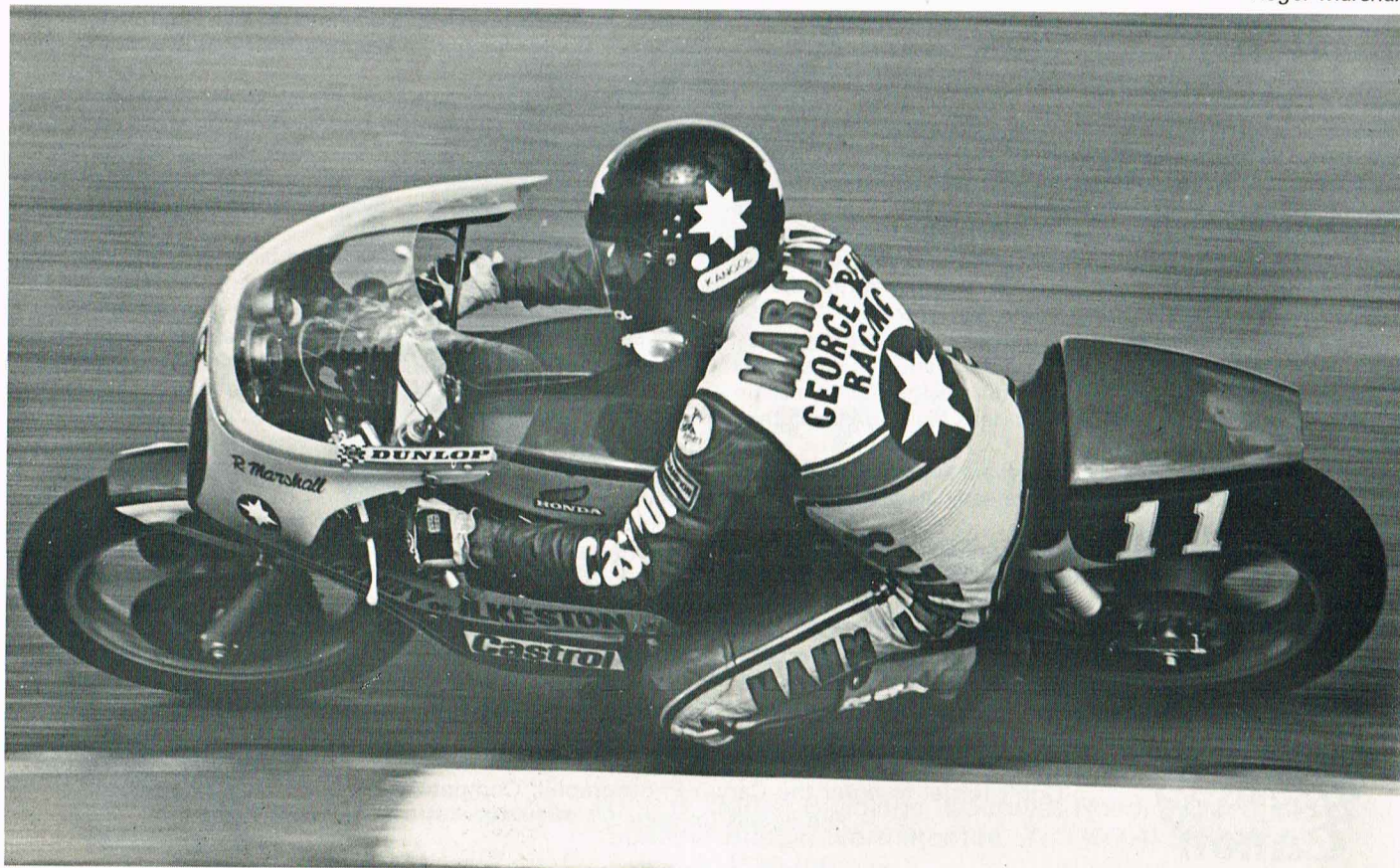
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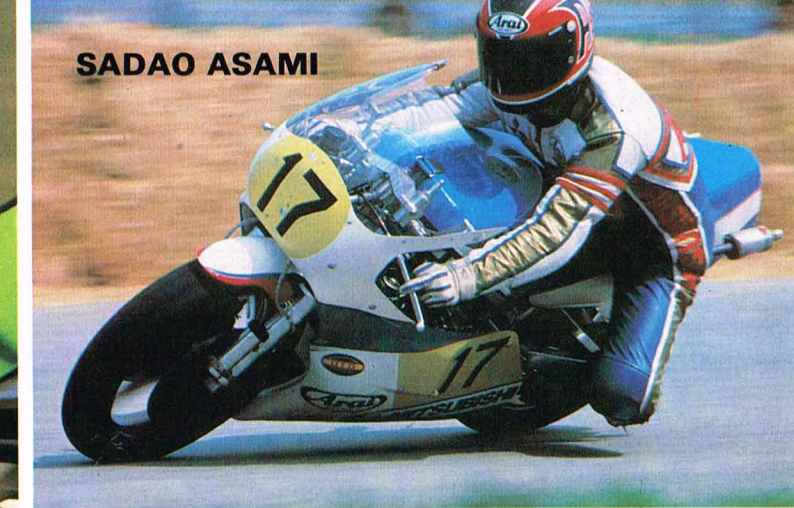
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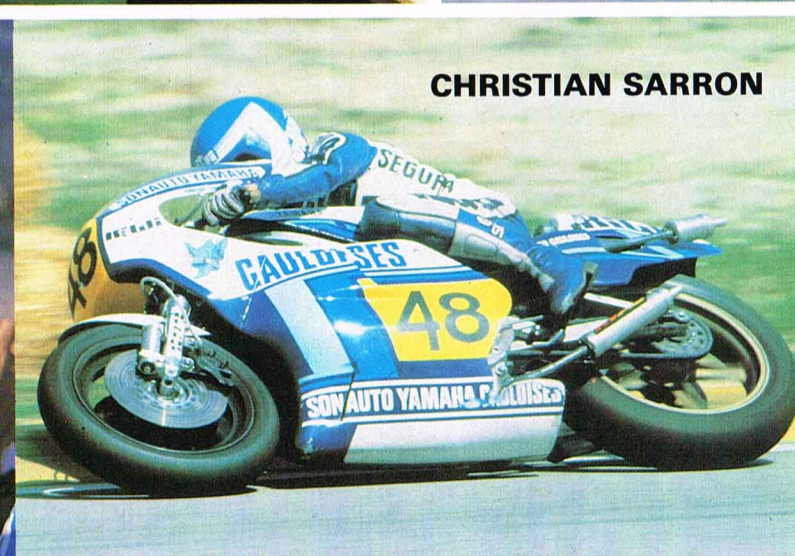
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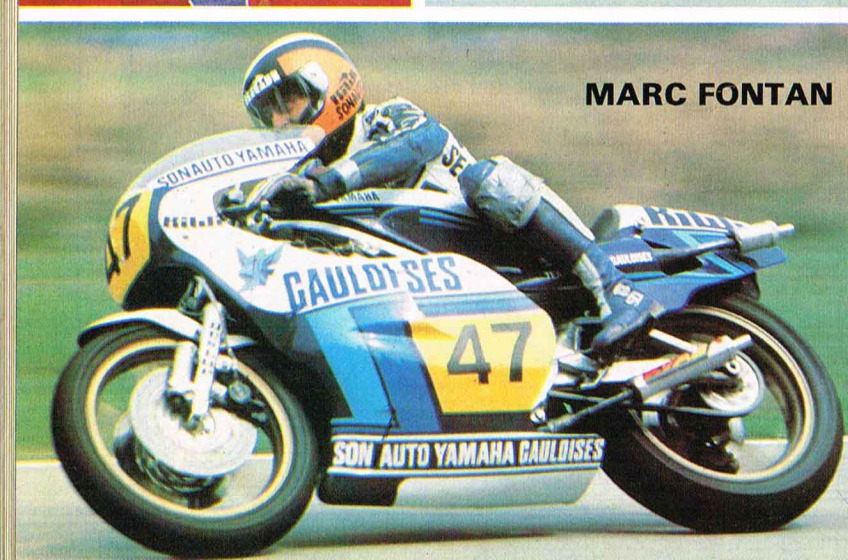
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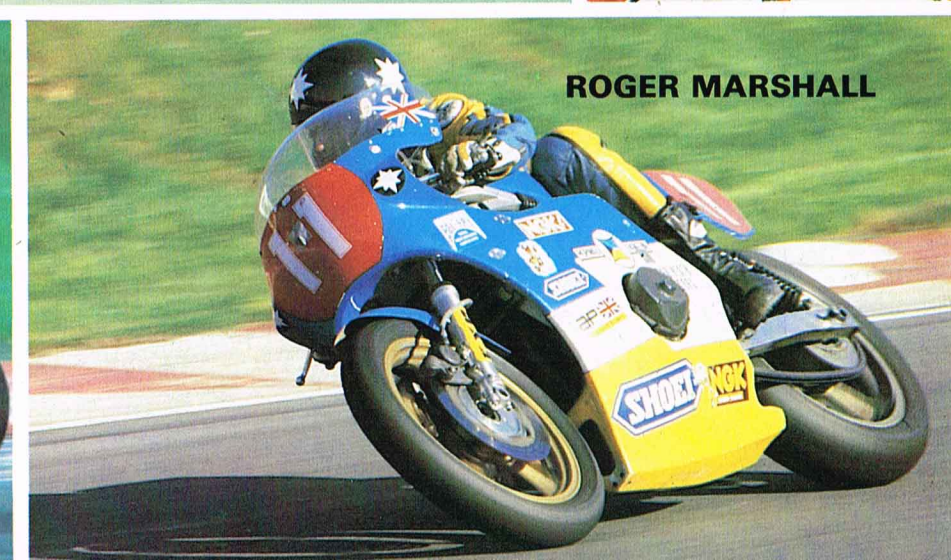
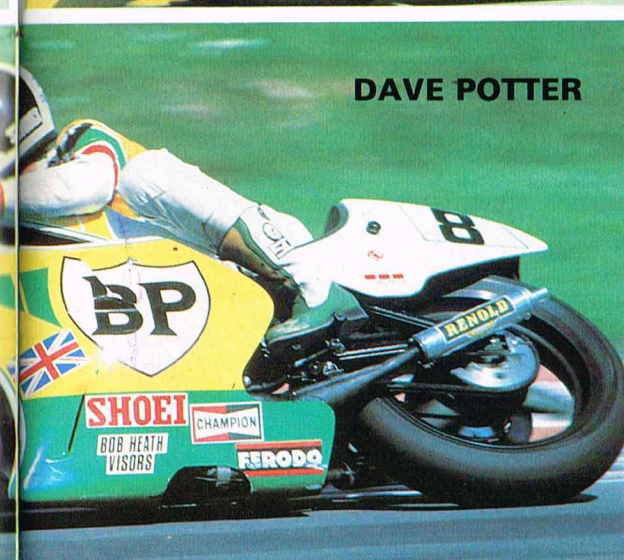
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WHAT'S ON EVERY WINNER'S HORIZON?

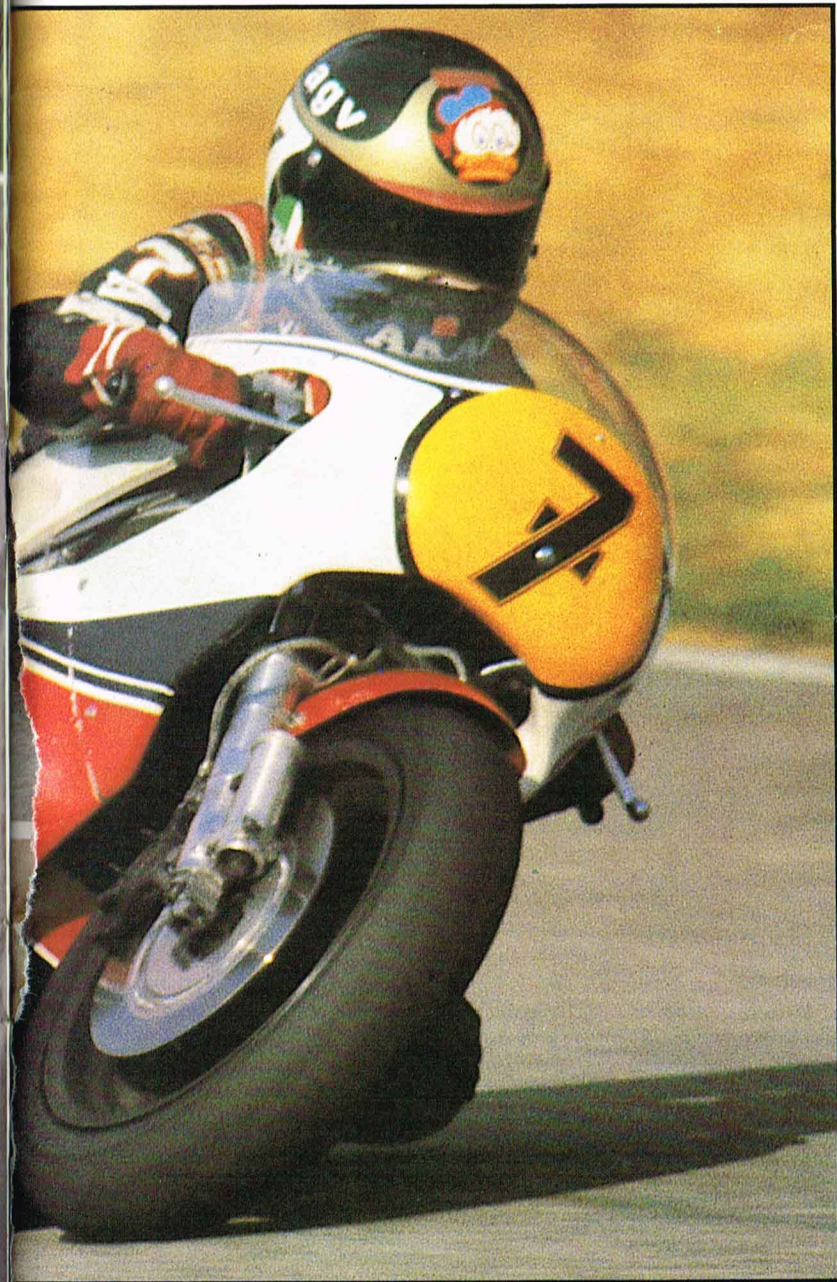
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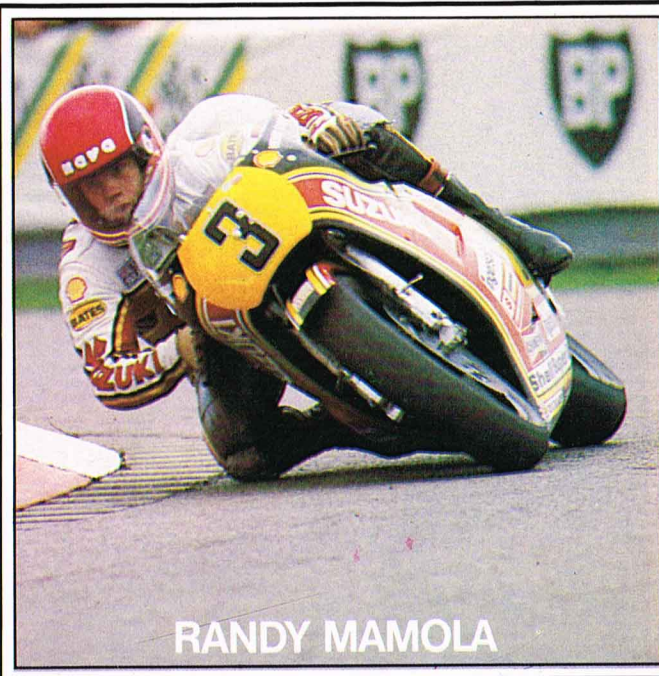
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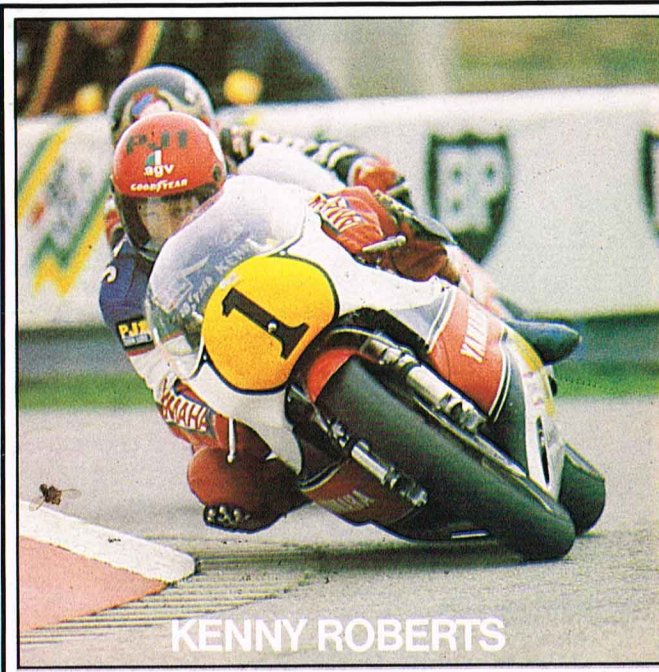


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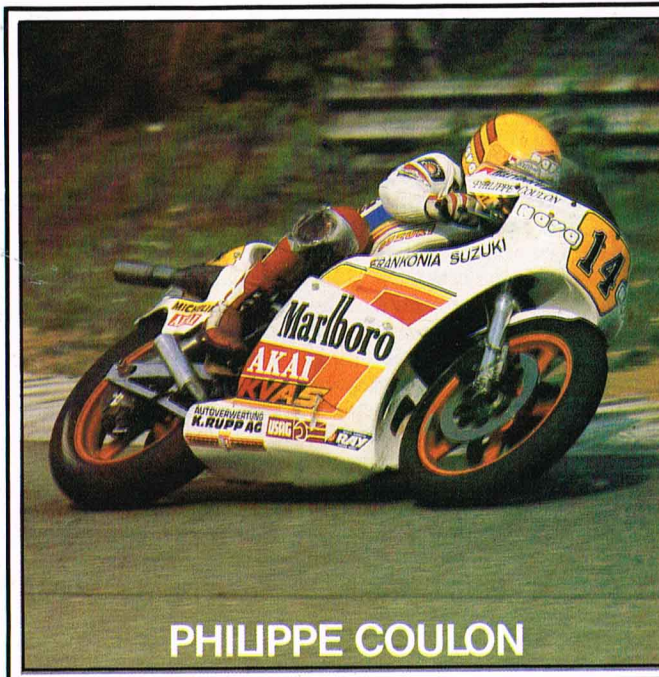
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5	PATRICK FERNANDEZ	France	Bimota
6	CARLOS LAVADO/Venemotos	Venezuela	Yamaha
7	JACQUES BOLLE	France	Yamaha
8	ERIC SAUL	France	Chevallier-Yamaha
9	PAOLO FERRETTI	Italy	Yamaha
10	THIERRY ESPIE/Pernod Elf Nolan	France	Pernod Yamaha
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20	EDI STOLLINGER/Bosch Racing Team Vienna	Austria	Kawasaki
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23	BENGT ELGH	Sweden	Yamaha
24	REINO ESKELINEN	West Germany	Bimota
25	ROGER SIBILLE	France	Yamaha
26	MARTIN WIMMER	West Germany	Yamaha
27	GRAEME GEDDES	Australia	Yamaha
28	DONNY ROBINSON/Mal Carter	Ireland	Yamaha
29	JUSSI HAUTANIEMI	Finland	Yamaha
30	GRAHAM YOUNG	Northern Ireland	Yamaha
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32	MICK GRANT/George Beale	Huddersfield	Yamaha
33	PHIL MELLOR/Granby Motors	Shelley	Granby Yamaha
34	TONY HEAD	Coventry	Yamaha
35	TONY ROGERS	Doncaster	Yamaha
36	CLIVE HORTON/Randle Racing	Derby	Yamaha
37	RICHARD SCHLACHTER	USA	Yamaha
38	PETER LABUSCHAGNE	South Africa	Yamaha
39	EDWIN WEIBEL	Switzerland	Moko-Yamaha
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42	DIDIER DE RADIGUES	Belgium	Yamaha
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45	NEIL TUXWORTH/Honda Lincs./Shell	Louth	Yamaha
46	CHRISTER ELIASSON	Sweden	Yamaha
47	STEVEN HENSHAW/Harold Coppock Racing	Jacksdale	Yamaha
48	JOHN WILLIAMS	USA	Yamaha
49	YO-CHAN MATSUMOTO	Japan	Yamaha
50	LOTHAR SPIGLER	W. Germany	Yamaha

Lap Record: Anton Mang (Kawasaki)
Race Record: Anton Mang (Kawasaki)

1 min. 33.79 secs.	112.35 mph
37 mins. 57.33 secs.	111.04 mph

RESULTS

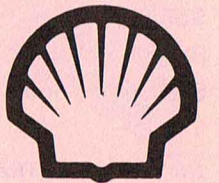
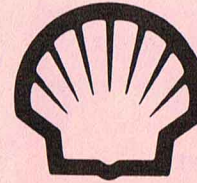
1st	Time	Speed mph
2nd	3rd	4th
5th	6th	7th
8th	9th	10th
Fastest lap: No	Time	Speed mph

Awards:

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

SHELL SUPER OIL SIDECAR RACE
a round of the
WORLD SIDECAR CHAMPIONSHIP

20 laps
58.54 miles
94.20 kms



Rank	Name	Country
1	JOCK TAYLOR/BENGA JOHANSSON	Scotland/Sweden
2	Entrant — DTR Fowler—Yamaha	
2	ROLF BILAND/KURT WALTISPERG	Switzerland
	Entrant — Krauser Racing Team	
3	ALAIN MICHEL/MICHAEL BURKARD	France
4	MASATO KUMANO/TAKAJUMI TATESHIMA	Japan
5	WERNER SCHWARZEL/ANDREAS HUBER	West Germany
	Entrant — Krauser-Racing	
6	DEREK JONES/BRIAN AYRES	Middlesex
	Entrant — A.K.B. Sidecar Race Team	
7	YVAN TROLLET/PHILIPPE GREFFET	France
8	DICK GREASLEY/STEWART ATKINSON	Stoke-on-Trent
	Entrant — Brian Bardsley	
9	TREVOR IRESON/CLIVE POLLINGTON	Swindon
	Entrant — Joe Henderson	
10	PETER CABELL/RAY GOODWIN	Wellingborough
11	EGBERT STREUER/BERNARD SCHNIEDERS	Holland
	Entrant — North State International	
12	ROLF STEINHAUSEN/GEORG WILLMANN	West Germany
	Entrant — Nara-Kucera Racing Team	
13	MICHEL VANNESTE/SERGE VANNESTE	Belgium
	Entrant — Johnson Team PC	
14	MICK BODDICE/CHAS BIRKS	Kidderminster
	Entrant — Brian Bardsley	
15	SIEGFRIED SCHAUZU/WINFRIED DIETZ	West Germany
	Entrant — Krenzer Motorrader	
16	WOLFGANG STROPEK/PETER DEMLING HAUS	Austria
	Entrant — Triumph Club Vienna	
17	JO VAN DE VEN/TONNIE TROEYEN	Holland
18	GERALD CORBAZ/YVAN HUNZIKER	Switzerland
19	PATRICK MUHLHEIM/PAUL GERARD	Switzerland
20	KEITH GALTRESS/NEIL SHELTON	Buckley
	Entrant — Demon Tweeks 4 Shocks	
21	DENNIS BINGHAM/JULIA BINGHAM	Tuxford
	Entrant — Jack Randall	
22	GORDON NOTTINGHAM/STEVE JOHNSON	Worlaby
	Entrant — Brian Lee Racing	
23	JESCO HOCKERT/THOMAS RIEDEL	West Germany
24	WALTER TALMON-GROSS/ERNST DURRICH	West Germany
	Entrant — Dieter Braun-Racing Team	
25	EGON SCHONS/WOLFGANG KALAUCH	West Germany
26	CLIVE STIRAT/ROGER KINGSMILL	Worthing
	Entrant — R.N.J. Racing	
27	JOHN BARKER/JOHN BRUSHWOOD	Hornchurch
28	DAVID SAVILLE/SIMON BIRCHALL	Tamworth
29	KARL-HEINZ PLASCHKE/WALDEMAR JAGER	West Germany
	Entrant — Reuschling-Racing	
30	DENNIS KEEN/GEOFFREY LEITCH	Aldboune
31	ROY HANKS/VINCE BIGGS	Erdington
32	HEINZ THEVISSEN/RATHAR KLEIN	West Germany
	Entrant — Krauser	
33	AXEL VON BERG/GERHARD POPPE	West Germany
34	HANS HUGLI/HANS-ULRICH RUFENER	Switzerland
35	FRANCO MARTINEL/MARINO SANNA	Italy
36	FRANZ HUEMER/ROBERT AICHLSEDER	Austria
	Entrant — S. C. Gunskirchen	
37	BRUCE FORD-DUNN/ALISTAIR PIRIE	St Botolphs
38	GRAHAM GLESON/JUSTIN POWER	Exeter
39	DEREK BAYLEY/BOB BRYSON	Hythe
40	STEVE ABBOTT/SHAUN SMITH	Riddings
41	RAY SPENCE/ROBERT McNEIL	Coventry
42	WALTER OHRMANN/HEINS RADOMSKI/	West Germany
	Entrant — Sinziger Mineral-Brunnen	
43	TOM WHITE/BOB ROOKE	Rossington
	Entrant — R and K Promotions	
44	PIET HUYBERS/KARL BUCHHOLZ	Holland
45	ALBERT GIESEMANN/HANS MAINK	West Germany
46	Patrice Thomas / Son Fresco	

Lap Record: Derek Jones (Yamaha)

Race Record: Derek Jones (Yamaha)

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

Yamaha
L.C.R.

1 min. 34.48 secs.	111.52 mph
32 mins. 08.28 secs.	109.26 mph

[illegible]

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

Race 4

WORLD CHAMPIONSHIP 500 cc RACE

28 laps

81.96 miles

131.88 kms

No.	RIDER/ENTRANT	TOWN/COUNTRY	MACHINE
1	KENNY ROBERTS/Yamaha Motor Company	USA	Yamaha
2	MARCO LUCCINELLI/Team Suzuki-Nava	Italy	Suzuki
3	RANDY MAMOLA/Ingersoll Heron Team Suzuki	USA	Suzuki
4	GRAEME CROSBY/Ingersoll Heron Team Suzuki	New Zealand	Suzuki
5	JOHN NEWBOLD/Ingersoll Heron Team Suzuki	Surrey	Suzuki
6	BOET VAN DULMEN/I.M.N.	Holland	IMN Yamaha
7	BARRY SHEENE/Yamaha Motor Company	Surrey	Yamaha
8	DAVE POTTER/Team BP	Royston	Broad Yamaha
9	KORK BALLINGTON	South Africa	Kawasaki
10	BERNARD FAU/Team Zago	France	Suzuki
11	JACK MIDDELBURG/Saramo-Nederland	Holland	Suzuki
12	FRANCO UNCINI	Italy	Suzuki
13	CHRIS GUY/Sid Griffiths	Kingsbridge	Suzuki
14	STEVE PARRISH/Misui Yamaha	Royston	Yamaha
15	GIOVANNI PELLETTIER	Italy	Suzuki
16	MARC FONTAN/Team Sonauto-Gauloises	France	Yamaha
17	FREDDIE SPENCER/Honda International	USA	Honda
18	VIRGINIO FERRARI/Cagiva Motor Spa	Italy	Cagiva
19	TAKAZUMI KATAYAMA/Honda International	Japan	Honda
20	CARLO PERUGINI/Moto Sanvenero	Italy	Sanvenero
21	KEITH HUEWEN/SDC Builders Ltd	Wollaston	Heron Suzuki
22	PHILIPPE COULON/Marlboro Frankonia Nava	Switzerland	Suzuki
23	MICHEL FRUTSCHI/Elf Moto Racing Team	Switzerland	Yamaha
24	SERGIO PELLANDINI	Switzerland	Suzuki
25	GRAZIANO ROSSI	Italy	Yamaha
26	SADAO ASAMI	Japan	Yamaha
27	GREGG HANSFORD/Team Kawasaki Australia	Australia	Kawasaki
28	JOSEF HAGE/Dieter Braun Team	Germany	Yamaha
29	ALAIN ROETHLISBERGER	Switzerland	Suzuki
30	DALE SINGLETON	USA	Suzuki
31	ALAN JACKSON/T. Holden	New Longton	Yamaha
32	CHRISTIAN SARRON/Team Sonauto Gauloises	France	Yamaha
33	MICHAEL SCHMID/Jim Beam Team	Austria	Suzuki
34	STEVEN HENSHAW/Harold Coppock Racing	Jacksdale	Suzuki
35	SEPPO ROSSI	Finland	Suzuki
36	STU AVANT/Ellis/Shell Racing	New Zealand	Suzuki
37	JAMES GERVAIS	Canada	Yamaha
38	PETER SJOSTROM/MC-Shopen Karlshad	Sweden	Suzuki
39	DOMINIQUE PERNET	France	Yamaha
40	HENK DE VRIES	Holland	Suzuki
41	DENNIS IRELAND/Sid Griffiths Racing	New Zealand	Suzuki
42	PANAGIOTIS MAROULIS	USA	Yamaha
43	IKUJIRO TAKAI	Japan	Yamaha
44	BARRY WOODLAND/Broadway Cycles	Northwood	Suzuki
45	GRAHAM WOOD/DTR/Fowler Yamaha	Scunthorpe	Fowler Yamaha
46	ROBERTO PIETRI	Venezuela	Suzuki
47	BORGE NIELSEN	Denmark	Suzuki
48	GUSTAV REINER/Team Solitude International	Germany	Solo 500
49	ALEX GEORGE	I.O.M.	Dave Orton Suzuki
50	GUIDO PACI/Monza Moto Team	Italy	Yamaha

[illegible]

500 cc: Randy Mamola (Suzuki)

42 mins. 52.71 secs. 114.68 mph

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

Start 16.50 hours (approx.)

Marlboro British Grand Prix

20 laps
58.54 miles
94.20 kms

- 1 PIER PAOLO BIANCHI
- 2 HANS MULLER
- 3 ANGEL NIETO/Minarelli Corse
- 4 STEFAN DORFLINGER
- 5 RICARDO TORMO
- 6 LORIS REGGIANI/Minarelli Corse
- 7 GUY BERTIN
- 8 JACQUES BOLLE
- 9 WILLY PEREZ
- 10 PERBAM CARLSSON
- 11 EUGENIO LAZZARINI
- 12 THIERRY NOBLESSE
- 13 AUGUST AUINGER
- 14 JEAN-CLAUDE SELINI
- 15 JOHNNY WICKSTROM
- 16 HUGO JORGE VIGNETI
- 17 HANS HUMMEL
- 18 HENK VAN KESSEL
- 19 GERHARD WAIBEL
- 20 JOE GENOUD
- 21 YVES DUPONT
- 22 RINO ZULIANI
- 23 PETER BALAZ
- 24 LUCIO PIETRNIRO
- 25 REINER KOSTER
- 26 TONY SMITH
- 27 JOHN KERNAN
- 28 LIBERO PICCIRILLO
- 29 PETER HUBBARD
- 30 TON SPEK
- 31 PATRICK HEROUARD
- 32 JACQUES HUTTEAU
- 33 WERNER SCHMIED
- 34 JAN BACKSTROM
- 35 FRANCOIS WIRTZ
- 36 MICHEL GALBIT
- 37 REMY PETERLIN
- 38 PAUL BORDES
- 39 CHRIS THORNE
- 40 CHRIS LEAH
- 41 CARLO SIEBEN
- 42 ALEX BEDFORD
- 43 KEVIN ROBB
- 44 ROBERT MANN
- 45 FREDERIC MICHEL
- 46 ANTON STRAVER
- 47 HUBERT GENOUD
- 48 PETE WILD

Italy
Switzerland
Spain
Switzerland
Spain
Italy
France
France
Argentina
Sweden
Italy
France
Austria
France
Finland
Argentina
Austria
Holland
West Germany
Switzerland
France
Italy
Czechoslovakia
Belgium
Switzerland
Leicester
Manchester
Italy
Lincoln
Holland
Monaco
France
Austria
Sweden
France
France
France
France
Batley
Bolton
West Germany
Staffordshire
Newark
Glasgow
France
Holland
Switzerland
Chesterfield

MBA
MBA Elit
Minarelli
Krauser MBA
San Venero
Minarelli
San Venero
Motobecane
MBA
MBA
Iprem
Afam Brh
MBA
Morbidelli
Morbidelli
Jucki-MBA
Sachs-MBA
EGA
MBA
MBA
MBA
MBA
MBA
MBA
Morbidelli
MBA
MBA
Morbidelli
Mammoet MBA
MBA
Afam
Rotax V2
MBA
Morbidelli
MBA
Morbidelli
MBA
Honda
MBA
MBA
MBA
MBA R and K
Morbidelli
MBA
MBA
MBA
Honda

[illegible]

1 min. 41.48 secs.	103.84 mph
34 mins. 31.04 secs.	101.76 mph

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

1st 4,300 S.Frs. and a Marlboro Trophy.
2nd 3,400 S.Frs. and a Marlboro Trophy.
3rd 2,600 S.Frs. and a Marlboro Trophy.
4th 2,000 S.Frs. 5th 1,600 S.Frs. 6th 1,300 S.Frs. 7th 1,100 S.Frs. 8th 1,000 S.Frs. 9th 900 S.Frs. 10th 800 S.Frs. 11th to 15th 700 S.Frs. 16th to 20th 650 S.Frs. 21st to 25th 550 S.Frs. 26th to 40th 400 S.Frs.

Start 17.55 hours (approx.)

15 laps
43.91 miles
70.65 kms

- 1 TONY RUTTER/Sports Motor Cycle Ltd
- 2 RON HASLAM/Honda Britain
- 3 JOE DUNLOP/Honda Britain
- 4 GRAEME CROSBY/Ingersoll Heron Team Suzuki
- 5 JOHN NEWBOLD/Ingersoll Heron Team Suzuki
- 6 ALEX GEORGE
- 7 STAN WOODS
- 8 ALAN JACKSON/T. Holden
- 9 DAVID HISCOCK
- 10 MICK GRANT/George Beale
- 11 ROGER MARSHALL/Moriwaki Eng. (UK) Ltd
- 12 BILL SMITH/Bill Smith Motor Ltd
- 13 MAX NOTHIGER
- 14 ANDREAS HOFMANN
- 15 BO GRANATH/Tranemo Farg AB/Nyansa
- 16 KEVIN WRETTOM/Cavalier Services Station
- 17 GRAEME MCGREGOR/Kawasaki UK
- 18 HANS OTTO BUTENUTH
- 19 DAVE KERBY/Beebee Racing Ltd
- 20 TONY HARRIS/Golden Valley M/cs
- 21 ROY ARMSTRONG/Sports Motor Cycles Ltd
- 22 DAVID MASON/Devimead Ltd
- 23 FRED HUGGETT
- 24 DAVID KITCHENER
- 25 JACK HIGHAM
- 26 JEFF JONES
- 27 JOHN STEPHENS
- 28 ROB CLAUDE
- 29 MICHAEL HUNT/Oxford Fairing Ltd
- 30 WAYNE GARDNER/Moriwaki Eng (UK) Ltd
- 31 MICK HEMMINGS/Mick Hemmings M/cs
- 32 NICK STANTON/Cheltenham Kawasaki Centre
- 33 RON STOREY/Motor Cycle Weekly
- 34 STEVE CARBUTT
- 35 BRYAN DORR
- 36 IAN TOMKINSON
- 37 JOHN GETTY
- 38 ROY JEFFREYS
- 39 PETER TAYLOR
- 40 COLIN ALDRIDGE/Sun Oil Co Ltd
- 41 ASA MOYCE/Pip Services
- 42 TREVOR NATION
- 43 GARY LINGHAM/British Sun Oil
- 44 ROBIN DRURY/Ledham Builders/Court Plumbing
- 45 LES BURGAN/Oxford Fairings Ltd
- 46 TREVOR WISE/Elby Moto Ltd
- 47 IAN MARTIN
- 48 FRANK RUTTER/C. G. Cheal
- 49 JAMES WELLS
- 50 HOWARD LEE/Bike Magazine
- 51 SAM MCCLEMENTS
- 52 STEVE MACHIN

Cradley
Langley Mill
Ireland
New Zealand
Normanton
I.O.M.
Elton
New Longton
Surrey
Lepton
Barkwith
Chester
Switzerland
Switzerland
Sweden
Luton
Australia
Germany
Coventry
Kent
Radcliffe
Tamworth
Eastbourne
Chatham
Wigan
Maesteg
Bromsberrow Heath
Bromsgrove
Leicester
Australia
Northampton
Hatherley
Linford
Castleford
Basildon
Birmingham
Burnley
High Wycombe
Tooting
London
Waltham
Stockbridge
Eltham
Haywards Heath
Pailton
Uppingham
Caistor
West Kirby
London
London
Ireland
Frogmore

Ducatti
Honda
Honda
Suzuki
Suzuki
Honda
Suzuki
Yamaha
Suzuki
Suzuki
Moriwaki/Kawasaki
Honda
Egli-Kawasaki
Moko-Kawa
Harris-Kawa
Kawasaki
Kawasaki
Honda
Kawasaki
DCM
Suzuki
Honda
Honda
Kawasaki
Suzuki
Suzuki
Honda
Rustler Suzuki
Oxford Kawasaki
Moriwaki Kawasaki
Suzuki
Moriwaki
Honda
Kawasaki
Harris Kawasaki
Kawasaki
Muncher
P + M Kawasaki
Kawasaki
Kawasaki
Pip Kawasaki
Suzuki
Sunoco Kawasaki
Kawasaki
Oxford Kawasaki
Benelli
Suzuki
Honda
Kawasaki
Honda
Suzuki
Suzuki

1 min. 32.76 secs.	113.59 mph
23 mins. 28.43 secs.	112.22 mph

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

[illegible]

1st £600 and the Daily Express Trophy.
2nd £300.
3rd £200
4th £150. 5th £100. 6th £75. 7th £60. 8th £50. 9th £40. 10th £25.

SILVERSTONE LAP SPEED TABLE

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

TIME m.s.	SPEED m.p.h.	SPEED k.m.h.
1-14-0	142-39	229-16
1-14-1	142-20	228-85
1-14-2	142-01	228-54
1-14-3	141-82	228-23
1-14-4	141-63	227-93
1-14-5	141-44	227-62
1-14-6	141-25	227-32
1-14-7	141-06	227-01
1-14-8	140-87	226-71
1-14-9	140-68	226-41
1-15-0	140-50	226-11
1-15-1	140-31	225-80
1-15-2	140-12	225-50
1-15-3	139-94	225-20
1-15-4	139-75	224-91
1-15-5	139-57	224-61
1-15-6	139-38	224-31
1-15-7	139-20	224-01
1-15-8	139-01	223-72
1-15-9	138-83	223-42
1-16-0	138-65	223-13
1-16-1	138-46	222-84
1-16-2	138-28	222-55
1-16-3	138-10	222-25
1-16-4	137-92	221-96
1-16-5	137-74	221-67
1-16-6	137-56	221-38
1-16-7	137-38	221-09
1-16-8	137-20	220-81
1-16-9	137-03	220-52
1-17-0	136-85	220-23
1-17-1	136-67	219-95
1-17-2	136-49	219-66
1-17-3	136-32	219-38
1-17-4	136-14	219-09
1-17-5	135-96	218-81
1-17-6	135-79	218-53
1-17-7	135-61	218-25
1-17-8	135-44	217-97
1-17-9	135-27	217-69
1-18-0	135-09	217-41
1-18-1	134-92	217-13
1-18-2	134-74	216-86
1-18-3	134-57	216-58
1-18-4	134-40	216-30
1-18-5	134-23	216-03
1-18-6	134-06	215-75
1-18-7	133-89	215-48
1-18-8	133-72	215-20
1-18-9	133-55	214-93
1-19-0	133-38	214-66
1-19-1	133-21	214-39
1-19-2	133-05	214-12
1-19-3	132-88	213-85
1-19-4	132-71	213-58
1-19-5	132-54	213-31
1-19-6	132-38	213-04
1-19-7	132-21	212-77
1-19-8	132-05	212-51
1-19-9	131-88	212-24
1-20-0	131-72	211-97
1-20-1	131-55	211-71
1-20-2	131-39	211-45
1-20-3	131-22	211-18
1-20-4	131-06	210-92
1-20-5	130-90	210-66
1-20-6	130-73	210-40
1-20-7	130-57	210-14
1-20-8	130-41	209-88
1-20-9	130-25	209-62
1-21-0	130-09	209-36
1-21-1	129-93	209-10
1-21-2	129-77	208-84

TIME m.s.	SPEED m.p.h.	SPEED k.m.h.
1-21-3	129-61	208-58
1-21-4	129-45	208-28
1-21-5	129-29	208-07
1-21-6	129-13	207-82
1-21-7	128-97	207-56
1-21-8	128-82	207-31
1-21-9	128-66	207-06
1-22-0	128-50	206-80
1-22-1	128-35	206-55
1-22-2	128-19	206-30
1-22-3	128-04	206-05
1-22-4	127-88	205-80
1-22-5	127-72	205-55
1-22-6	127-57	205-25
1-22-7	127-41	205-05
1-22-8	127-26	204-81
1-22-9	127-11	204-56
1-23-0	126-95	204-31
1-23-1	126-80	204-07
1-23-2	126-65	203-82
1-23-3	126-50	203-58
1-23-4	126-35	203-33
1-23-5	126-19	203-09
1-23-6	126-04	202-85
1-23-7	125-89	202-60
1-23-8	125-74	202-36
1-23-9	125-59	202-12
1-24-0	125-44	201-88
1-24-1	125-29	201-64
1-24-2	125-14	201-40
1-24-3	125-00	201-16
1-24-4	124-85	200-92
1-24-5	124-70	200-69
1-24-6	124-55	200-45
1-24-7	124-41	200-21
1-24-8	124-26	199-88
1-24-9	124-11	199-74
1-25-0	123-97	199-51
1-25-1	123-82	199-27
1-25-2	123-68	199-04
1-25-3	123-53	198-80
1-25-4	123-39	198-57
1-25-5	123-24	198-34
1-25-6	123-10	198-11
1-25-7	122-95	197-88
1-25-8	122-81	197-64
1-25-9	122-67	197-41
1-26-0	122-53	197-19
1-26-1	122-38	196-96
1-26-2	122-24	196-73
1-26-3	122-10	196-50
1-26-4	121-96	196-27
1-26-5	121-82	196-04
1-26-6	121-68	195-82
1-26-7	121-54	195-59
1-26-8	121-40	195-37
1-26-9	121-26	195-14
1-27-0	121-12	194-99
1-27-1	120-98	194-67
1-27-2	120-84	194-45
1-27-3	120-70	194-23
1-27-4	120-56	194-00
1-27-5	120-42	193-88
1-27-6	120-29	193-56
1-27-7	120-15	193-34
1-27-8	120-01	193-12
1-27-9	119-87	192-92
1-28-0	119-74	192-70
1-28-1	119-60	192-48
1-28-2	119-47	192-27
1-28-3	119-33	192-05
1-28-4	119-20	191-83
1-28-5	119-06	191-61
1-28-6	118-93	191-40

TIME m.s.	SPEED m.p.h.	SPEED k.m.h.
1-28-7	118-79	191-18
1-28-8	118-66	190-97
1-28-9	118-53	190-75
1-29-0	118-40	190-54
1-29-1	118-26	190-32
1-29-2	118-13	190-11
1-29-3	118-00	189-90
1-29-4	117-87	189-69
1-29-5	117-73	189-47
1-29-6	117-60	189-26
1-29-7	117-47	189-05
1-29-8	117-34	188-84
1-29-9	117-21	188-63
1-30-0	117-08	188-42
1-30-1	116-95	188-21
1-30-2	116-82	188-00
1-30-3	116-69	187-79
1-30-4	116-56	187-59
1-30-5	116-43	187-38
1-30-6	116-30	187-17
1-30-7	116-17	186-96
1-30-8	116-05	186-76
1-30-9	115-92	186-51
1-31-0	115-79	186-36
1-31-1	115-66	186-13
1-31-2	115-54	185-93
1-31-3	115-41	185-74
1-31-4	115-29	185-54
1-31-5	115-16	185-34
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1-32-5	113-92	183-33
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1-32-8	113-55	182-74
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1-33-0	113-30	182-34
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1-33-2	113-06	181-95
1-33-3	112-94	181-76
1-33-4	112-82	181-56
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1-34-5	111-51	179-45
1-34-6	111-39	179-26
1-34-7	111-27	179-07
1-34-8	111-15	178-88
1-34-9	111-04	178-69
1-35-0	110-92	178-50
1-35-1	110-80	178-32
1-35-2	110-68	178-13
1-35-3	110-57	177-94
1-35-4	110-45	177-76
1-35-5	110-34	177-57
1-35-6	110-22	177-38
1-35-7	110-11	177-20
1-35-8	109-99	177-01
1-35-9	109-83	176-83

TIME m.s.	SPEED m.p.h.	SPEED k.m.h.
1-36-0	109-76	176-65
1-36-1	109-65	176-46
1-36-2	109-53	176-28
1-36-3	109-42	176-10
1-36-4	109-31	175-91
1-36-5	109-19	175-73
1-36-6	109-08	175-55
1-36-7	108-97	175-37
1-36-8	108-86	175-19
1-36-9	108-74	175-01
1-37-0	108-63	174-83
1-37-1	108-52	174-64
1-37-2	108-41	174-46
1-37-3	108-30	174-29
1-37-4	108-18	174-11
1-37-5	108-07	173-93
1-37-6	107-96	173-75
1-37-7	107-85	173-57
1-37-8	107-74	173-39
1-37-9	107-63	173-22
1-38-0	107-52	173-40
1-38-1	107-41	172-56
1-38-2	107-30	172-69
1-38-3	107-19	172-51
1-38-4	107-09	172-34
1-38-5	106-98	172-18
1-38-6	106-87	171-99
1-38-7	106-76	171-81
1-38-8	106-65	171-64
1-38-9	106-54	171-47
1-39-0	106-44	171-29
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1-39-2	106-22	170-95
1-39-3	106-12	170-73
1-39-4	106-01	170-50
1-39-5	105-90	170-43
1-39-6	105-80	170-26
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1-39-8	105-58	169-92
1-39-9	105-48	169-75
1-40-0	105-37	169-58
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1-42-3	103-00	165-77
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1-42-5	102-80	165-44
1-42-6	102-70	165-28
1-42-7	102-60	165-12
1-42-8	102-50	164-90
1-42-9	102-40	164-86
1-43-0	102-30	164-64
1-43-1	102-20	164-48
1-43-2	102-10	164-32
1-43-3	102-01	164-16
1-43-4	101-91	164-00

TIME m.s.	SPEED m.p.h.	SPEED k.m.h.
1-43-5	101-81	163-85
1-43-6	101-71	163-69
1-43-7	101-61	163-53
1-43-8	101-51	163-37
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1-44-0	101-32	163-06
1-44-1	101-22	162-90
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1-44-5	100-83	162-28
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1-44-7	100-64	161-97
1-44-8	100-55	161-81
1-44-9	100-45	161-66
1-45-0	100-35	161-50
1-45-1	100-26	161-35
1-45-2	100-16	161-20

CURRENT CHAMPIONSHIP POSITIONS

WORLD CHAMPIONSHIPS

500 cc	Marco Lucchinelli	88	Boet van Dulman	47
	Randy Mamola	72	Jack Middleburg	27
	Kenny Roberts	58	Kork Ballington	26
	Barry Sheene	57	Hiroyuki Kawasaki	19
	Graeme Crosby	56	Guido Pace	14
350 cc	Anton Mang	73	Thierry Espie	24
	Jon Ekerold	52	Eric Saul	18
	Patrick Fernandez	43	Keith Huewen	17
	Carlos Lavado	41	Graeme McGregor	14
	Jean-Francois Balde	27	Jacques Cornu	14
250 cc	Anton Mang	100	Didier de Radrigues	22
	Jean-Francois Balde	67	Maurizio Massimiani	22
	Carlos Lavado	56	Thierry Espie	22
	Patrick Fernandez	38	Martin Wimmer	19
	Roland Freymond	36	Eric Saul	19
125 cc	Angel Nieto	110	Gary Bertin	28
	Loris Reggiani	89	Stefan Doerflinger	27
	Pier Paolo Bianchi	68	Ivan Palazzese	27
	Hans Muller	55	Maurizio Vitalis	26
	Jacques Bolle	31		
Sidecar	Alain Michel	72	Werner Schwartzel	25
	Rolf Biland	67	Trevor Ireson	18
	Jock Taylor	65	Mick Boddice	16
	Masato Kumano	26	Michel Vanneste	14
	Derek Jones	26	Egbert Struer	11
Forward Trust/Motor Cycle Weekly TT Formula 1 Championship				
	Graeme Crosby	60	Wayne Gardner	18
	Ron Haslam	42	Mick Grant	15
	John Newbold	28	James Wells	10
	Roger Marshall	24	Alex George	9
	Joe Dunlop	19	Sam McClements	6

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.

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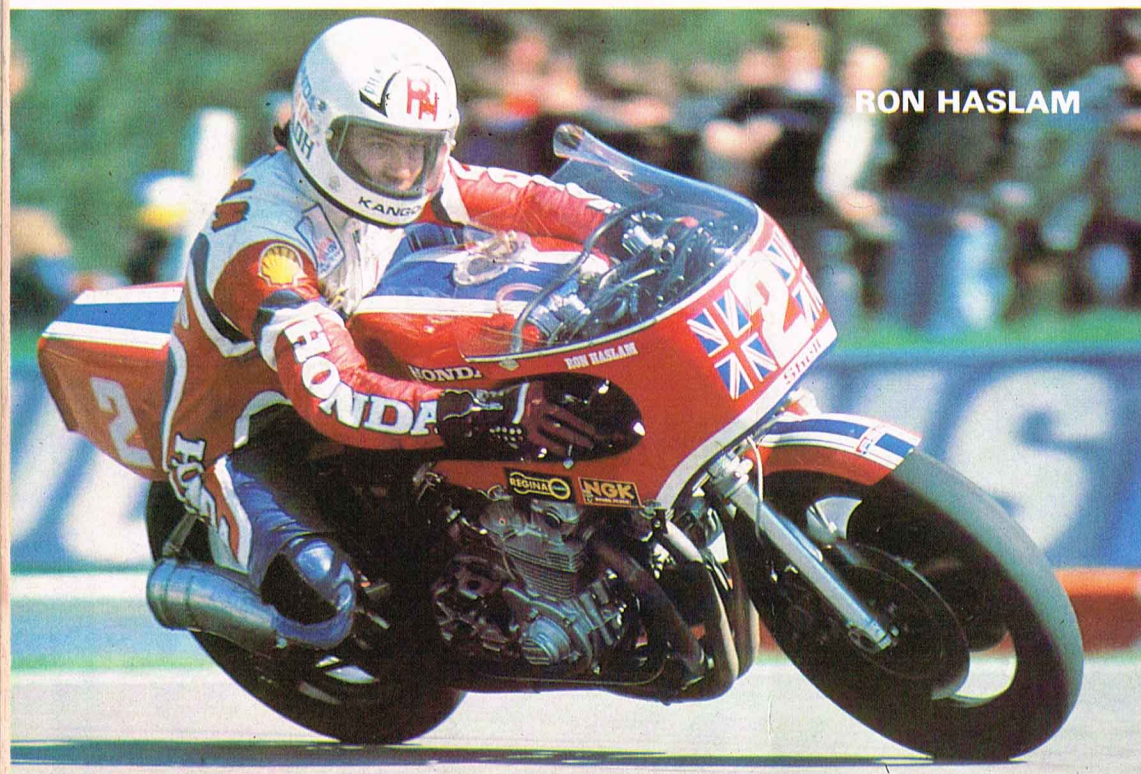
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STOPPING**

RANDY MAMOLA

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GRAEME CROSBY

1st: Isle of Man Classic TT and Formula I 1981. Formula I World Champion 1980

CHARLIE WILLIAMS

Formula II World Champion 1980

MICK GRANT

1st: Isle of Man Senior TT 1981

RON HASLAM

Formula III World Champion 1980

BARRY SMITH

1st: Formula III Isle of Man TT 1981

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Formation display



For the first time at the British Grand Prix the three Pitts Specials of the **Marlboro Aerobatic Team** present their exciting and spectacular formation display.

The Team is led by four-times British Aerobatic Champion Philip Meeson, flying the single-seater Pitts S1S in which he recently won the title for the fourth successive year. Number 2 and 3 Team members this year are John Taylor and Nigel Lamb, who each fly the slightly larger two-seater Pitts S2A.

They begin their show by diving towards the grandstand at 200mph to pull into the three-aircraft loop. The team split, with the S2A's continuing in formation while Philip's S1S positions to fly through the middle of them in an exciting 'aerial duel'.

Following their formation Nigel and John split to demonstrate co-ordinated and opposition aerobatic manoeuvres, starting with the 'opposition loop'.

The arena is next taken by Philip Meeson who for four minutes will show you some of the exciting manoeuvres flown in world class aerobatics.

Now the team re-group for their mirror run – and this is an opportunity to get a spectacular picture – the formation pair in mirror with the solo aircraft in knife edge flight above them.

Finally they join up in front of you – this time led by John Taylor with Nigel Lamb on his left and Philip Meeson behind in the 'box' position for **The Marlboro Break**.

Team Leader Philip Meeson

For as long as he can remember, Philip's ambition was to be involved with aviation. From school he joined the local branch of the Air Training Corps and through them learned to glide, going solo at 16. He then won a Royal Air Force flying scholarship which enabled him to obtain his private pilot's licence at Sywell the next year.

By now Philip was determined to join the RAF and was accepted for pilot training in 1964. During his Air Force training he flew many different types of aircraft, and won the prize for the best all round pilot on both his basic and advanced flying courses. In 1970 he left the RAF to embark on a civilian career and from then on concentrated on aerobatic flying.

Philip's first business venture was to form a company buying and selling ex-military aircraft – the Stampe. While on a business trip to the United States he saw and fell in love with the Pitts Special, which was at that time just beginning to be recognised as a competition aircraft. He was determined to build the first of its type in the UK, bought the plans for S100, and set about the task of organising its construction. The result in 1974 was G-BBOH, the aircraft in which he has won the British Championships for three years in succession.

In 1978 he won the Annual British Championships for the first time, has been the British Champion every year since then, and represented his country around the world.

1978 was also the first year that he flew under the Marlboro banner, giving



A slow roll.

solo displays at occasions like the British Grand Prix, and major aviation events held throughout the country. Since then the Marlboro Aerobatic Team has grown, and this year Philip is accompanied by two pilots in a formation display, John Taylor and Nigel Lamb.

Pilot John Taylor

John is from a flying family – his father was a pilot in the Second World War and his younger brother is now flying Phantoms in the Royal Air Force.

He obtained his gliding certificate at 16 and went on to get his private pilot's licence at 18. John was soon introduced to the sport of aerobatics, and he knew immediately that it was in this field that he wanted to specialise. He therefore joined the Tiger Club to fly their Tiger Moths and Stamps, competing in contests from 1975. In his first year of competition flying he came second in the McAully Trophy, and two years later won the Thursford Trophy (1977).

During this time he also gave displays at United Kingdom Air Displays in the Stampe, as well as leading a formation team of light aircraft. In 1978 John was selected to take a Pitts Special on a display tour throughout Europe, and for the next three years he gave displays in 15 Western European countries from Finland to Italy.

John has flown over 70 types of aircraft. Although practising with the Marlboro Aerobatic Team takes most of his time, he occasionally finds the opportunity to enjoy squash and sailing.

Pilot Nigel Lamb

The Marlboro Aerobatic Team No. 3 pilot is 24-year old Nigel Lamb. Nigel was born and grew up in Zimbabwe, then Rhodesia, and comes to the Team straight from a career in the Rhodesian Air Force. His interest in flying was stimulated by his father who was an RAF fighter pilot during World War II before becoming a farmer in Rhodesia. From early childhood Nigel's ambition was to join the Rhodesian Air Force, and in 1975 he succeeded.

His pilot training was carried out on the Piston Provost and the Vampire. He was lucky enough to survive a Vampire forced landing in the dense Rhodesian bush, when he had an engine failure. In 1976 Nigel was commissioned and was awarded the Sword of Honour as the most outstanding student of his year.

During the next two and a half years he logged more than 1500 operational hours, flying helicopters on counter-



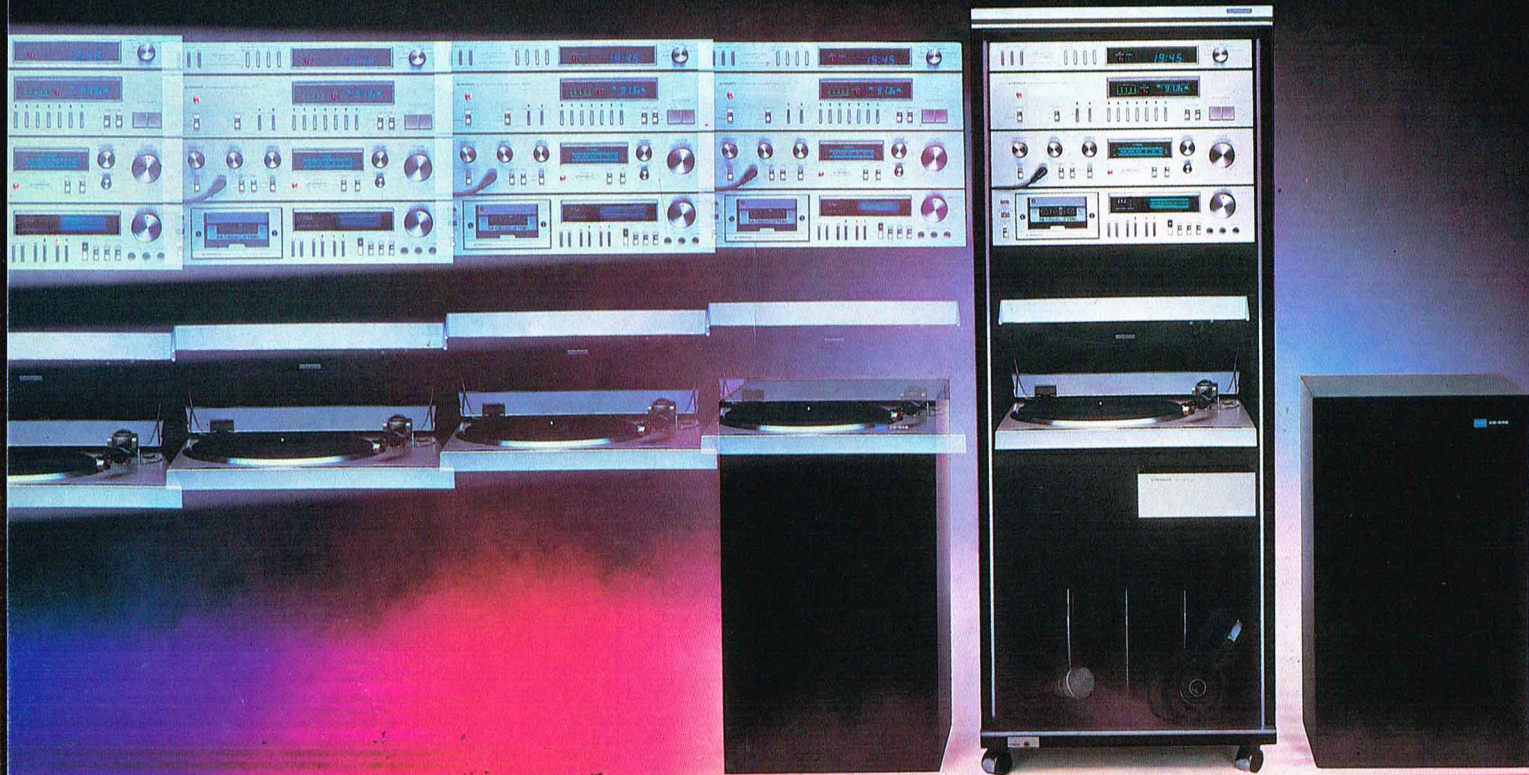
Climbing into a vertical roll.

insurgency operations and participating in raids on enemy home bases.

For two years as an instructor Nigel flew the Sial Marchetti SF260 aircraft, training student pilots. He went on to become an instructor at the Rhodesian Air Force Central Flying School.

Throughout his career Nigel has taken every opportunity to fly aerobatics, and at the end of the troubles in his own country he felt able to realise a long standing ambition – to join a professional aerobatic team.

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Here's to a roaring season.

PIONEER

Marlboro and the Bikers

Andrew Marriott, looks at the background of today's race and picks out the favourites

Today's Grand Prix, Barry Sheene, the grass roots Clubmans Championship with its final here at Silverstone, Marco Lucchinelli, the Annual Transatlantic Britain v America match races, Angel Nieto, the Race of the Year, Franco Uncini — they all share one thing in common — sponsorship from the world's No. 1 selling cigarette, Marlboro.

Marlboro's involvement with the great sport of motorcycle racing stretches back over nearly a decade. The legendary Giacomo Agostini was the first man to carry the Marlboro colours on a motorcycle, following close on the heels of the association the company had established in the car racing world with BRM. Others were soon to join the Marlboro World Championship Team — the great Finnish rider Jarno Saarinen, so sadly missed, Sweden's former 125cc World Champion, Kent Andersson, Angel Nieto of Spain — still backed by Marlboro and still winning Grands Prix. The illustrious list of riders currently supported by Marlboro includes Barry Sheene, of course, Marco Lucchinelli and a host of Italy's top riders.

But it was at the start of 1979 that Marlboro stamped their mark on the British racing scene so decisively. During late 1978 meetings had taken place behind locked doors, other sponsors were withdrawing and some major motorcycle races were up for grabs. The end result was the red and white sponsorship of the Transatlantic Series, the Race of the Year, and at the top of the tree, the Grand Prix itself. And to show that the company wasn't just creaming off the top prizes, Marlboro's enthusiastic Sales Director, George Mackin, worked out a deal with the Yamaha importers, The Daily Express and the Auto-Cycle Union to create a well-publicised Clubmans Championship designed to develop new talent.

Under Marlboro sponsorship the Easter Transatlantic Series has gone from strength to strength with exhilarating razzmatazz, jazz bands, marching troupes, aerobatic displays and, above all, some fine racing. America won in 1979 and again in 1980, but this year Britain hit back with Barry Sheene leading the UK lads to a crushing victory.

The brightest highlight, however, has always been the Grand Prix. The first British Grand Prix sponsored by Marlboro was, in anyone's terms, one of the most memorable World Championship races ever and one of the most highly visible. For, thanks to the BBC's cameras, that great battle between Barry Sheene and Kenny Roberts, complete with Bazza's cheeky sign, was beamed around the world.

Their battle overshadowed the rest of what was indeed a memorable day. Immediately after the race the pair adjourned to the press marquee where the video was replayed to Barry and Kenny — and their faces and comments as they relived the moments out on the track at 160 mph will remain imprinted in the memories of the journalists clustered around for many years. And, let's not forget the fine third place from Wil Hartog who wasn't far behind.

Last year's race lived up to all expectations too — although not for Barry who was having his first outing on a factory-style Yamaha 500. But even so, the race produced fireworks and a portent of the 1981 season as the two American aces battled for every inch of road, with Marco Lucchinelli snapping at their heels. At the flag it was young Randy Mamola who made it to the line ahead of 'Elder Statesman' Roberts. Nor should we forget Britain's Jock Taylor who clinched the World Sidecar Championship on that momentous Sunday.

So this year Marlboro are, not surprisingly, expecting another great head-line making Grand Prix. Predicting the winner is, of course, a little like spinning a roulette wheel. The current season has produced a titanic five-man struggle at the top which, at the time of

writing, looked unlikely to be resolved by Silverstone.

Naturally the British fans would desperately love to see Barry Sheene finally take the flag in his home Grand Prix. He has won at Silverstone in 750 races but the home World Championship round has so far eluded him. This season has seen him the 'nearly man' with his square 4 factory Yamaha fast but hard on tyres. By the time he takes to the grid here at Silverstone, I suspect that those problems will be licked. If so, with the crowd roaring him on, he will prove very tough opposition indeed. Somehow it seems strange that Barry is now one of the veterans of the World Championship scene — he first raced in the World Championship ten years ago, and was only just beaten to the title by Nieto. Sheene has been on the 500cc World Championship trail for seven years now, and few of those men he raced and beat in 1974 to finish sixth in the series (despite the Daytona shunt, remember) are still racing. Read, Agostini, Lansivouri, and others have left the scene. He's not about to be pensioned off yet or voluntarily retire, for that matter, but Barry is now the most experienced man in a 500cc GP — let's hope it helps today.

Kenny Roberts, also on a similar square 4 Yamaha, knows how to win round Silverstone and will be keen to avenge his defeat of last year. Those of you who haven't seen Kenny in action this year shouldn't be confused by the change of colour scheme from his familiar yellow and black to red. After all, the eagle remains on his crash helmet.

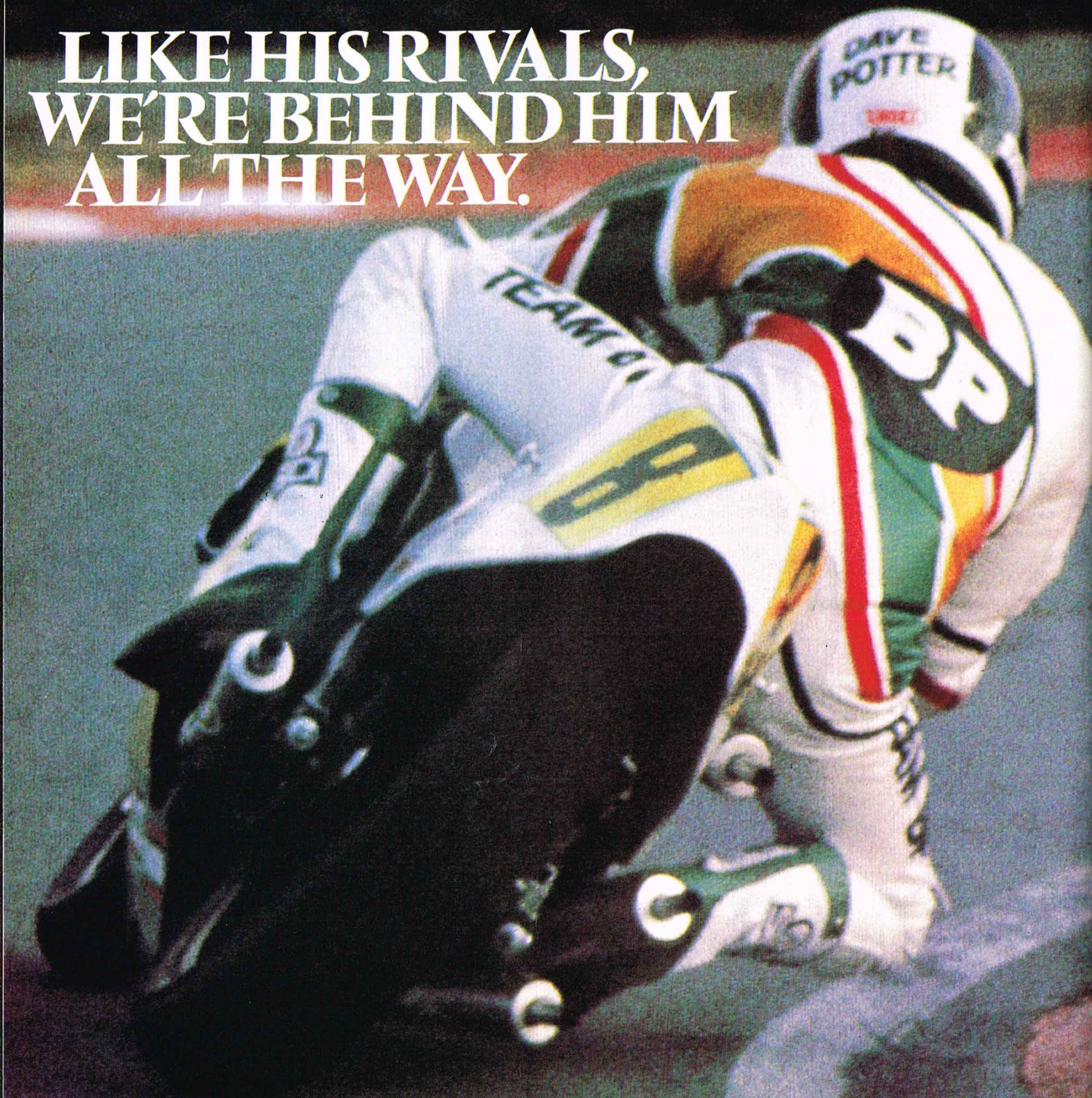
Last year's winner, Randy Mamola, on his factory Suzuki has traded places at the top of the Championship all season with Kenny. How brilliantly the freckle-faced Californian has taken over the role of team leader despite his lack of years. It's hard to recall that Randy only joined his 500cc Championship trail in the middle of 1979. But the lessons he learned road racing in New Zealand certainly stood him in good stead for the 'Big Time'. And it's worth remembering that those races down under, which Randy used to gain experience because there weren't enough events in America, were also sponsored by Marlboro. A truly world-wide involvement.

Perhaps a dark horse for victory is that most popular of New Zealanders, Graeme Crosby, already a double TT winner this year. Graeme has also rocketed to the top in a short period of time. After all, just over two years ago the fans were exposed to his flamboyant style on the sit up and beg Kawasaki 4-stroke production machine. He's come a long way since then. Crosby is more in the Sheene mould than his American rivals, a confident man of the world, aware of his publicity value, a great self-promoter with star quality and natural riding ability.

Finally amongst the top five hoping to win today is a man who has taken a little while to arrive at the top — Italy's Marco Lucchinelli. There's never been any doubt about his speed — *he finished second in his first ever GP* — only his ability to remain in charge of his motorcycle to the end of the race. But over the five years he has been around the GP scene, Marco has matured both as a man and a rider. Not that this extrovert Italian doesn't still put his crash helmet on back to front — or produce a water pistol from nowhere! — but he has learned that it hurts when you fall off. 'Lucky' always goes well at Silverstone, and he must have a chance of victory too on the Suzuki Italy factory machine.

So there you have the fascinating recipe for a great Marlboro British Grand Prix this afternoon. I could be proved wrong, perhaps that stylish World Championship of the middle capacities, Kork Ballington, will have his Kawasaki tuned to race-winning form or the Flying Dutchman, Boet Van Dulmen — never far behind the full factory riders, will spring a surprise. It's going to be great fun finding out and Marlboro are delighted to be part of it.

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The Sidecars

John Brown reviews the Grand Prix Season

Scotsman Jock Taylor, ably backed by Swedish passenger Benga Johansson has got a fight on his hands trying to retain the sidecar world championship, and he knows it.

He arrives at Silverstone for the seventh championship round Marlboro British GP in third place, two points down of former champion Swiss Rolf Biland and seven adrift on current leader Alain Michel who is determined to be the first Frenchman in the 33 year history of the series to be sidecar champion.

Jock an extremely presentable and promotable 26-year-old from Penicuik, who is turning into sidecar racing's finest ambassador, is well aware that the Windle outfit he has been campaigning in world events this year under the Fowlers Bristol banner is no match for the outfits driven by his two rivals.

He also admits that the pressures of being the number one are far greater than he ever imagined.

"I used to laugh when riders told me there was extra pressures on a champion, but I don't anymore," he smiled.

"When you are the man at the top, the champion, then everyone is out to beat you. You just can't afford to make a single slip."

For the first time in his racing career nerves have started to play their part in his performances.

"I never used to be nervous just before a race, said Jock but at this year's Spanish GP for example, I was in such a state that my hands were trembling and no one could talk to me. I was you might say unapproachable."

Despite losing five laps in the pits sorting out an ignition problem, having to cope with a Yamaha engine that ran too rich, Jock says that the pressure he was under was in part the reason for his lowly ninth place that dropped him from first to third in the championship after four rounds.

It was after the Spanish disaster at Jarama that Jock fully appreciated the need for a new outfit if he was to keep on terms with Biland and Michel.

After two breath taking victories in the Isle of Man in June that both he and his 23-year old passenger found most relaxing, the Scotsman declared that he needed a new machine if he was to have any chance of retaining the title.

He explained that his current outfit was three years old and that he had told chassis builder Terry Windle that he would have to have an outfit of new design to replace the aging conventional layout of the existing one.

Terry agreed with him and set about designing and building a new one in his small unassuming shop fronted workshop in the Yorkshire hills near Barnsley.

"Until now we have been relying on engine reliability more than anything else to get points and development on the existing outfit has been of the makeshift variety when new wider tyres and the like have come along," said Jock.

The Champion also has to admit that he is getting frustrated by the extra speed from the engine of his rivals and because of this Dennis Trollope the man who prepares the Yamaha engine at Fowlers Bristol based race shop, has built two new ones for Silverstone.

"They are considerably better than any he has used so far in the world championships this season," said Dennis. "In fact he could have used them in Belgium but he decided to play safe and use his existing engine that he knew was reliable and would last the distance."

Jock was well aware of capabilities at Francorchamps and went out with the intention of completing a third place ride.

So there was a bonus for him when he suddenly found himself in second place as Michel's outfit lost power in the closing stages because of a power failure.

The need for more speed had become evident in practice when he was four seconds behind the Biland and Michel rockets.

"I realised there was no way I could match them for speed so the best I was going for was third place and ten points," said Jock.

After the Belgian GP Jock and Benga headed back to England within hours of crossing the line to start a tough testing programme with the new outfit and the improved engine.

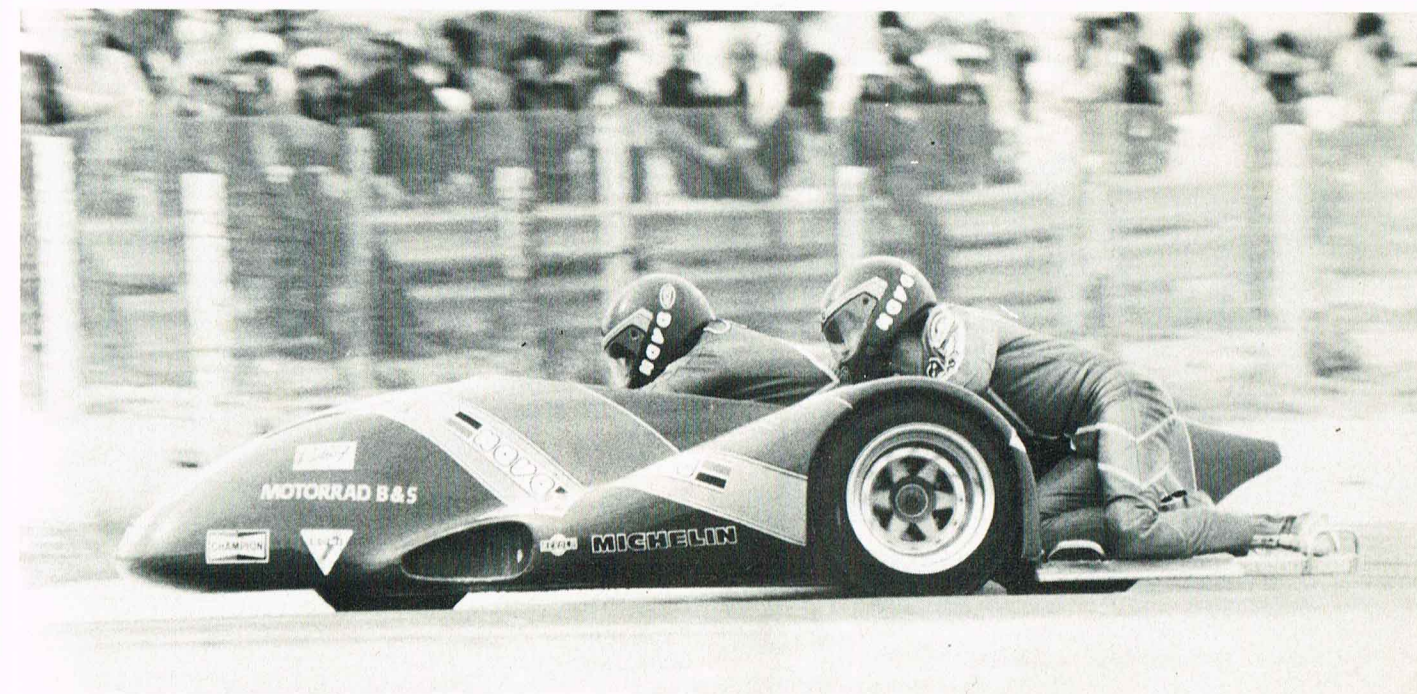
However although Jock desperately needs the new machine for the British GP there is no suggestion of it being brought to the line unless he is totally satisfied with its performance.

"There is no suggestion of the existing outfit being superceded overnight," he explained.

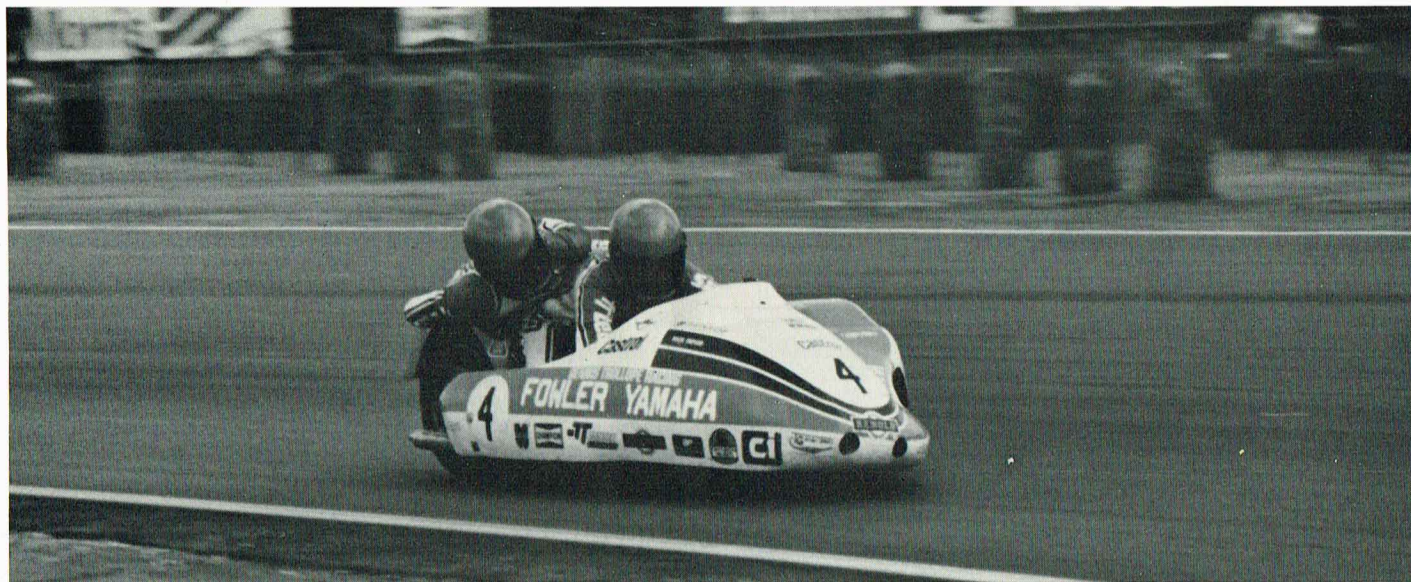
For the record, Jock's existing Windle chassis cost £2,500 less than half the cost of Michel's £6,500 Seymaz and Biland's LCR — Lous Christian Racing — that is priced at £5,500.

Jock has always had reservations about the design of Biland's machines and he is not too sure that the long wheelbased outfit he is racing at present is the complete answer.

"It is not a bad handling outfit that is for sure," said Jock, "but



Current Championship leaders — Alain Michel/Michael Burkhard.



Jock Taylor/Benga Johansson in action during last year's Grand Prix.

other drivers with similar LCR's do not get the results that Rolf does. It demands a technique of its own to drive and with the possible exception of Japanese rider Masato Kumano, no one else seems to have acquired it."

Biland, world champion in 1978 and 1979, is possibly the most advanced driver when it comes to sidecar racing. His car Beo of a few seasons ago which had the passenger sitting in a bucket seat with little or no work to do, caused the FIM to rush out rules that prevented the use of such outfits.

Gradually ways round the rules are being found and although passengers like Kurt Waltispeig who rides with Rolf have to work for their living again and a lot of car type geometry is evident in the latest outfits.

Biland too has plenty of sponsorship that makes it possible for him to obtain good engines and this combined with his own mechanical expertise makes him one of the fastest competitors.

This year, however, he has been out paced to an extent by Michel who has Michael Burkhard as his passenger.

The reason seems to be that the Frenchman has acquired a works Yamaha engine, which has no doubt come his way via French Yamaha importer Sonauto.

A spying mission by Dennis Trollope after Michel's convincing victory at the Dutch TT which had Jock thinking the Frenchman must have a 750cc engine, revealed the works motor not of the square four variety as used by Kenny Roberts and Barry Sheene but of the transverse layout.

What caught Dennis's eye was that there were no drain plugs in the cylinders.

"The production engine that is sold to privateers has drain plugs to let the water out of the sleeve but the works unit doesn't," he explained. "As far as I could Michel had a works engine."

This of course did not please the British team because Yamaha do not support the sidecar class on a factory basis, although they do like to make as much publicity as possible when a driver using a Yamaha engine wins a title.

If the spying mission did reveal the truth then it is only to be expected that Michel will outpace Taylor, not only through the handling of his advanced styled outfit, but through the more powerful works specification motor.

The cut and thrust between Biland, Taylor and Michel has brought about one of the toughest and close fought sidecar championship battles in years and it doesn't seem to detract at all that this trip are head and shoulders above the rest.

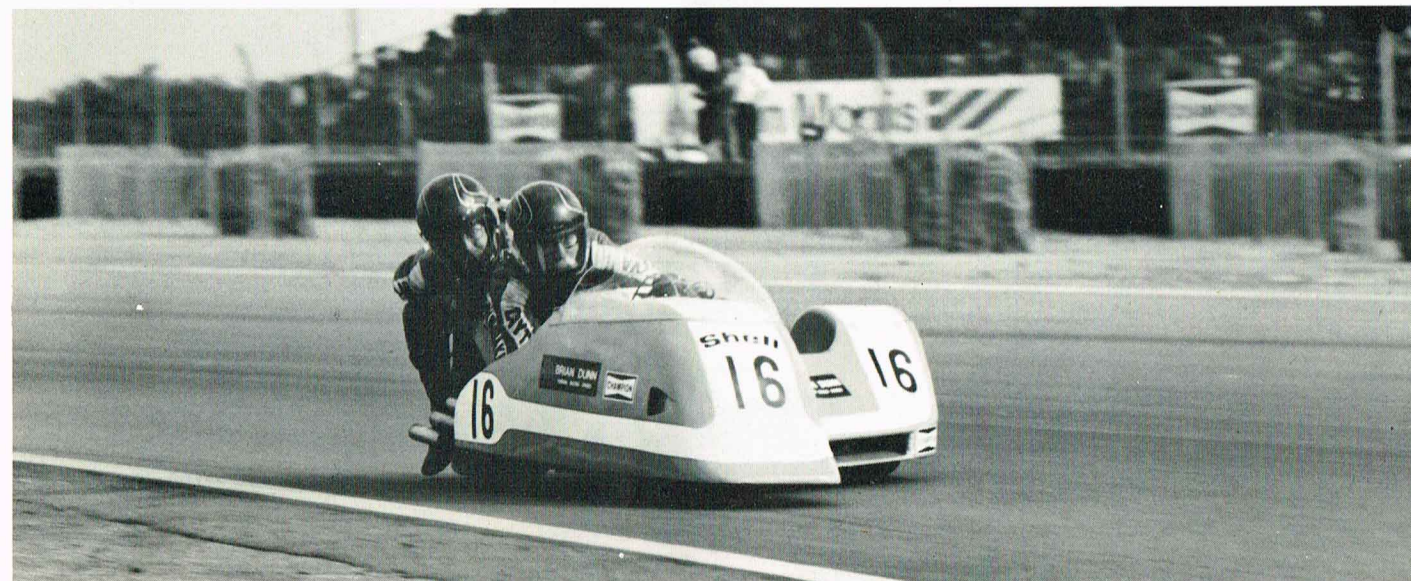
This statement is not surmising but fact, as a look at the current world championship points standings will show.

Because holding joint fourth position are our own Derek Jones and Brian Ayres and Japan Masato Kumano and Takajumi Tateshima, 39 points behind third placed Taylor!

So far this season the top three have shared the victories, Biland in France, Spain and Belgium, Michel in West Germany and Holland and Taylor in the opening title in Austria.

It has been a rather disappointing season for Jones, winner of last year's British round at Silverstone.

Then he was riding as a true privateer footing his own bills in general and racing a machine that was way behind in design to those leading contenders around him.



Derek Jones/Brian Ayres, winners of the Grand Prix last year, currently in fifth place in the championship.

Win with Canon at Silverstone

EVENTS

March 1st
BRDC Formula 3 Meeting
March 15th
BARC Meeting
March 28/29th
BRDC Marlboro
Daily Express F2 Int.
Trophy
April 11th
VSCC Vintage Meeting
April 20th
BRDC Lloyds & Scottish
Trophy Meeting
May 4th
BRDC/BRMB Raceday
May 9/10th
BRDC World Endurance
Six Hours
May 25th
BRDC Formula 3 Meeting
May 31st
BRSCC Crompton Trophy
Meeting
June 20th/21st
BRDC Marlboro F3 Trophy
Meeting



EVENTS

July 5th
BARC Opel Trophy Meeting
July 16/17/18th
RACMSA Marlboro
British Grand Prix
July 31st/August 1st/2nd
ACU Marlboro British
Grand Prix - Motor Cycle
August 22nd/23rd
RACMSA Daily Express
Hermetite British Kart GP
August 31st
BRDC Formula 3 Meeting
September 6th
BARC Letchworth Roofing
Trophy Meeting
September 12/13th
BRDC/Canon RAC
Tourist Trophy
September 19th
VSCC Vintage Meeting
September 26/27th
ACU Marlboro Yamaha
Clubmans Final
October 3rd/4th
BRDC Championship
Finals Meeting



Take the best action photographs
at Silverstone during 1981 and win Canon cameras

1st prize:

A Canon A-1 Camera with f1.8/50mm lens and 2 admission/Paddock tickets to all meetings in 1982 and a Formula Ford trial drive at Jim Russell Racing Drivers School.

2nd prize:

A Canon AE-1 Camera with f1.8/50mm lens and case and 2 admission/paddock tickets to the Motor Cycle Grand Prix in 1982.

3rd prize:

A Canon AV-1 Camera with f1.8/50mm lens and case and 2 admission/paddock tickets to the Motor Cycle Grand Prix in 1982.

COMPETITION DETAILS

1. To enter the competition, simply fill in the entry form here and send with your action photograph. Each entry must be accompanied by the entry form.
2. Entries should be no larger than 10" x 8" and can be either black and white or colour.
3. Entries will only be returned if accompanied by stamped addressed envelope.
4. Closing date for the competition is October 31st 1981.
5. Three judges will be appointed. Their decision will be final. No correspondence relating to the results will be entered into.
6. Entries will not be accepted from members of staff of either Silverstone Circuits Ltd, or Canon Cameras or holders of press passes.
7. A full set of the rules governing this competition are available from The Monitor Group or from Silverstone Circuits Ltd.

ENTRY FORM

Please submit this entry form with your action photograph and send it to: Canon/Silverstone Competition, The Monitor Group, 17-27 Old Street, London EC1V 9HL.

NAME _____

ADDRESS _____

Date photograph taken _____

I agree to abide by the rules of the competition.

Signature _____ Date _____

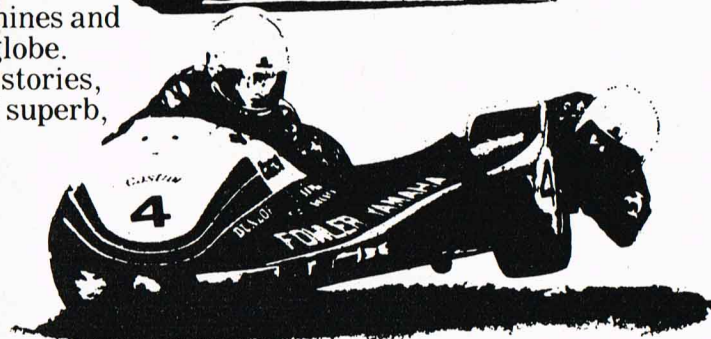
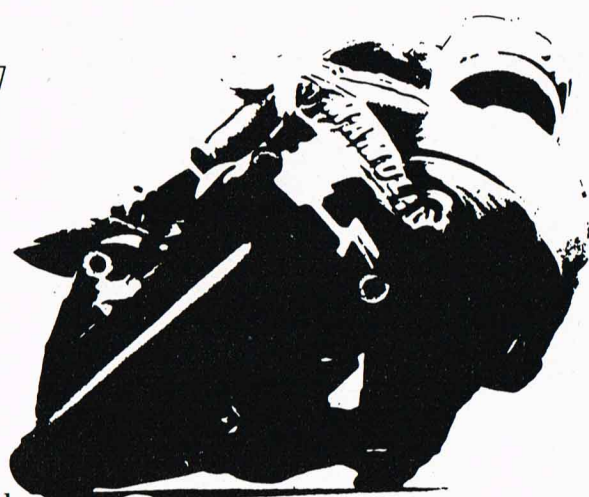
Motorcycle RACING

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Motorcycle Racing is the world's only publication exclusively devoted to the sport of road racing, packed each month with top quality articles on the machines and men who regularly thrill thousands around the globe. Included in each issue are in-depth, penetrating stories, rider profiles and racing bike tests plus a host of superb, colour pictures.

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Marlboro Yamaha/Express Clubmans Series

Silverstone Grand Prix Circuit

FINAL: 27th September

Qualifying: Saturday 26th September

Races for 125 cc, 250 cc, 350 cc, 500 cc, 1000 cc Solos, Sidecars, 250 cc, 500 cc, 1300 cc Production Machines.

Saturday: Admission to Special Trackside Enclosures: Adult £1.00, Accompanied Child Free, Stands, Paddock and Parking Free.

Sunday: Admission to Special Trackside Enclosures including Grandstand seat: Adult £2.50, Accompanied Child Free, Paddock Transfer Adult 75p, Child Free, Parking Free

The promoters/organisers reserve the right to alter or cancel the programme without notice.



This year he has the backing of a West German sponsor — pity such talent had to look anywhere else than a disinterested Britain for support — but still the results are not coming. His best placing so far was second in the French round at Paul Ricard but he does hope to move into a clear fourth place in his homeland round.

"I like Silverstone and we shall be working hard to get everything right for this one," said one of the world's most unlikely experts of sidecar racing.

At Silverstone last year Jones fought a race long battle Taylor and victory finally went his way when Taylor collected a rear wheel puncture six laps from the end of the 20 lap race.

But Taylor carried on to take second place and clinch his and Scotland's first ever sidecar championship.

On that occasion Biland went out on the warm up lap with a seized engine and Michel struck clutch trouble during the warm-up and only managed one lap of the race.

"It would be too much to hope for a repeat of that," agreed Jock and Derek.

British team participation in the sidecar class continues to be strong although there has been a drop in numbers regularly contesting the grands prix over last year's figures.

Birmingham's Mick Boddice with Chas Birks in the chair has scored in every round he has contested this year his best result coming in West Germany where he took fourth place on his Wylie and Holland entered Yamaha that is prepared by former sidecar racer Doug Woodhouse. With plenty of ability but in need of more speed and reliability is the West Country's Trevor Ireson who with veteran passenger Clive Pollington has collected 18 titlepoints with his Joe Henderson Yamaha outfit which is prepared just down the road at Didcot.

John Barker and John Brushwood got themselves a championship point in Holland but their main effort this year is going in to the newly introduced European championship. Leaders from the start Barker and Brushwood head a strong representation of British crews contesting the series.

Gordon Nottingham, Dennis Bingham with passenger wife Julia, Dave Saville and Michael Arthur are all in top placings.

Out of the regular grand prix circus through financial reasons is

former British champion Dick Greasley and West Germans Schwarzel and Rolf Steinhausen are not the forces they used to be. But there are some new continental names on the horizon like long serving Michel Vanneste from Belgium and Dutchman Egbert Struer who proved his ability with fourth place in France.

He also grabbed the attention at his homeland round at Assen when both he and passenger Bernard Schnieders fell off their North State sponsored outfit that continued on its own across the track, over the grass and across the track on the other side of the circuit before crashing into the banking.

A week later he was back in the action at Francorchamps and looked set for another place until his Yamaha engine slowed in the latter part of the race and he dropped to eighth place.

The great thing about sidecar racing over recent years is that it has stopped being the cinderella of the sport.

It has stopped being pushed to one side and it has attracted the attention of the TV directors.

The image of them being oil dropping monsters that have to be pushed to the back of the programme and run before dwindling crowds as the fans make their way home is no more and, in fact, this year's Marlboro British GP will do even more to boost the acceptance of sidecar racing.

The ACU's road race committee chairman Vernon Cooper has led a bold move that puts the sidecar race second on the programme.

"We feel is only fair for the sidecar crews and their sponsors to get as much exposure in the press and on television as the solos," he said. "If it is the last race, the TV crews have packed up and gone home and the daily newspaper reporters have filed their stories for Monday's edition before the sidecars have got to the start line. They are no longer the oil spreading devices they used to be, so there is no reason why they should not come in the body of the race day programme.

There is no doubt that sidecar design has advanced by leaps and bounds in recent years and with Jock Taylor playing a leading promotional role, sidecar racing has ceased to be the poor relation of motorcycle road racing.

Pernod Skydiving Team



The Pernod team of twelve skydivers will be giving a display at 11.00 hrs. on Sunday 2nd August.

The Team was originally formed in 1975 as a four girl team and at that time they were the only all girl team performing in Europe. Whilst an all girl team they appeared not only as a display team but as a competitive team at most major competitions in the UK and Europe. The team's founder, Sally Smith, went on to become the women's British free fall champion. In 1979 the demand for larger team displays led to the expansion of the team to include men, and in fact all the founder members have now left. New members include a former Men's National Champion and members of various British National Teams. Members of the Team were involved in the jump made from the bomb bay of a B-17 Flying Fortress at both the Biggin Hill Air Show and the RAF Show at Finningly. All the members use the mainly American made aerofoil parachutes, oblong in shape, which fly forward at a speed of about 22 miles per hour. This gives the members extensive control, but also requires more skill and judgement than the more conventional round parachutes, as the mishandling of a 'square' can lead to total parachute collapse. At Silverstone the Team will be jumping from three Cessna aircraft, and are hoping to jump at 5,500 feet, which will allow them about 20 seconds free fall time before opening their parachutes. During this time the body will accelerate to about 120 miles per hour, and by the time the parachutes open they will be at about 2,200 feet, a height at which there is still time for action in the event of a failure of the main parachute. All jumpers carry two parachutes, although this is not always apparent on the ground as both are worn on the back in specially made harnesses and containers. If anyone watching the display feels they would like to try parachuting as a sport, the Team will be happy to tell them how to go about it, it isn't as dangerous as you might think and it is a great deal of fun as well as being very exciting.

THE CHAS MORTIMER RACING SCHOOL

Come and ride with Britain's best racing school at Donington Park, Silverstone, Cadwell Park or Knockhill in Scotland. Dates available are Monday 17th August, 14th September and 5th and 12th October at Donington; Tuesday 1st September and Monday 21st September here at Silverstone; Wednesday 19th August and Friday 16th October at Cadwell Park; Saturday 24th October at Knockhill.

Cut out the coupon below and send it with a 14p stamp to: Chas Mortimer—Yamaha Racing School Ltd., Kingston Lodge, Whilton Locks, Nr. Daventry, Northants.

Your name

Your address

Please rush me details of the Chas Mortimer—Yamaha Racing School by return post.

The winning formula.



Mick Grant on the 999cc Honda
Photo: Don Morley.

Congratulations to Mick Grant and the Honda Britain racing team on winning the prestigious 1980 Forward Trust/Motor Cycle Weekly TT Formula 1 Championship.

Truly a winning combination. You could be on to a winner too, with Forward Trust.

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T.T. Formula 1

Nick Harris previews today's race

New Zealander Graeme Crosby jumps from his Suzuki RG500 grand prix machine to contend with the entirely different characteristics of the Suzuki four-stroke racer in his efforts to wrest the Forward Trust/Motor Cycle Weekly Formula One crown from Honda this afternoon.

For two exciting years Honda and Suzuki had met head on in the four-stroke championship battle with both factories pouring in money and effort more associated with their grand prix activities.

Last year Honda came up trumps when veteran Mick Grant clinched the championship but this season Suzuki, with Crosby in the saddle of their number one machine, look set to redress the balance.

Before this round, Crosby has secured four straight victories at Cadwell, Donington, the Isle of Man TT and Snetterton.

The 26 year TT Formula One World Champion is almost unique among the elite of grand prix riders with his ability to ride four-stroke and two-stroke grand prix machines to their maximum.

It's a skill he puts down to greed on his behalf.

"I'm greedy and I just like riding them both," he explained during a lull in practice at the Dutch TT. "I still enjoy riding the four-stroke and I would not want to give either of them up. However it makes life difficult for me in the grands prix because I never get a rest between the world championship rounds. While other riders have a week off I go back to Britain and ride in the four-stroke rounds but it's not too bad for me because I have no brain."

The popular Kiwi's arrival on the British and hence world scene

has been nothing short of sensational. Incredibly he only arrived in Britain just over two years ago armed with a Moriwaki Kawasaki fitted with straight handlebars and no fairing and proceeded to beat the best of Britain.

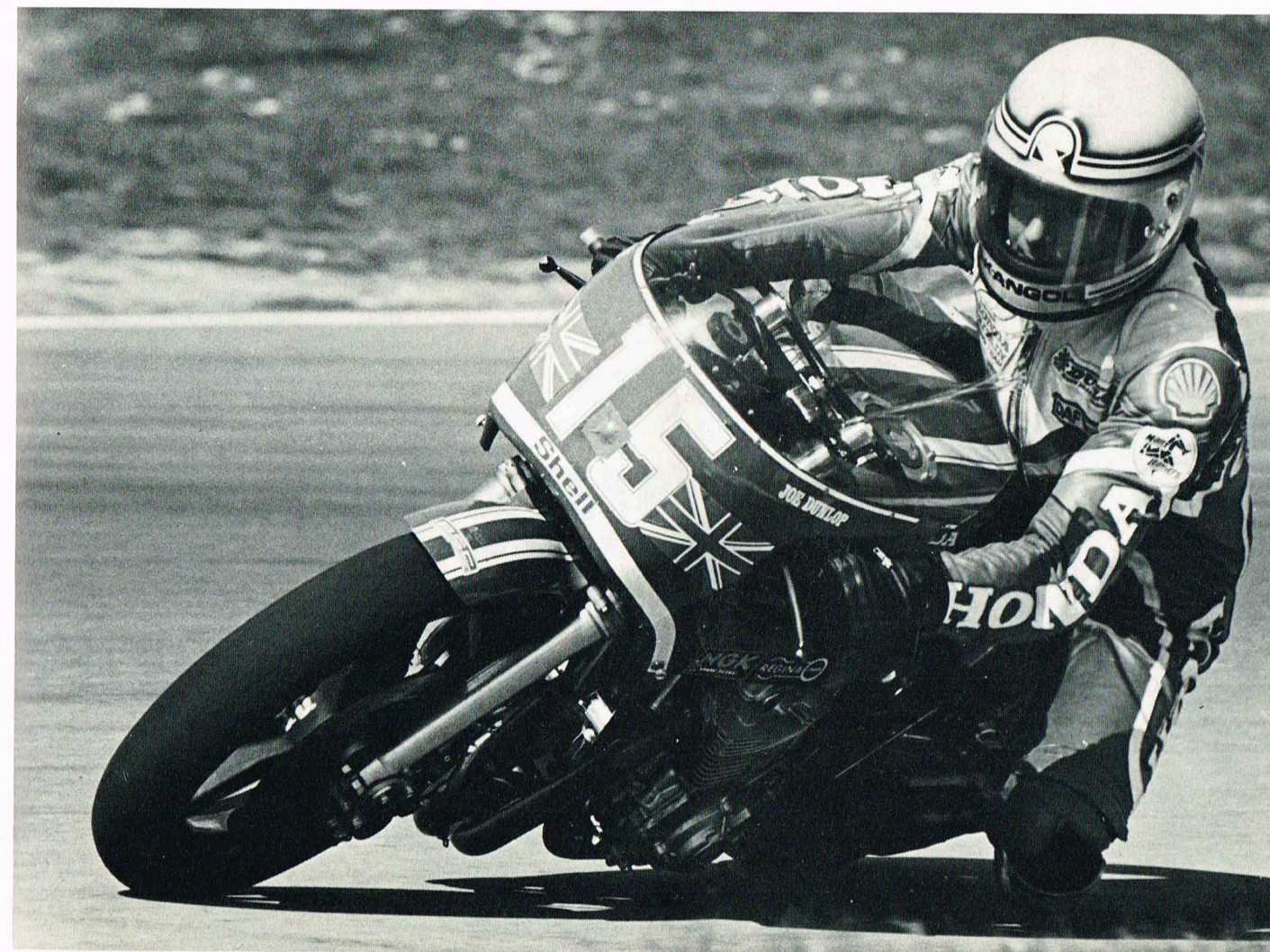
He was signed by Suzuki last year and won his first TT, the Senior, and clinched the TT Formula One World Championship. This year, as the results indicate, he has completely dominated four-stroke racing including a controversial win in the TT Formula One race when he raced through the field after being made to start at the back of the grid after suffering a tyre problem on the line.

He's spiced his four-stroke success with some magnificent performances in 'the super league' of grand prix racing and if it has not already happened while this programme is being printed his first grand prix victory cannot be too far away.

With Grant being rewarded with the sack after his championship win, Honda's considerable challenge rests on the capable shoulders of Ron Haslam and Irishman Joey Dunlop.

'Rocket Ron' who won the championship in 1979 is the darling of British fans with his no nonsense hard riding style that convinced Honda to sign him on an exclusive two year contract. Last year he struggled to reach his own high set standards but this season is back in top form and desperate to avenge his controversial TT defeat by Crosby and Suzuki after originally being garlanded the winner.

With Honda improving their Formula One machines week after week, Haslam looks to be the one rider who is capable of giving



Joey Dunlop — upholding the Northern Ireland tradition on his factory Honda RS1000 F1.

Take a look around you this afternoon and you'll see some particularly nice Sony people mingling with the crowds.

Just walk up to one of our girls and they'll be more than happy to let you try on our amazing new Sony Walkman. You'll be glad you did. In fact, you could end up making beautiful music together. **SONY**



**Ask nicely
and they'll let you
try it on.**



Can Ron Haslam beat Graeme Crosby today and close the points gap in the championship?

Crosby a real run for his money and the continuation of their season long rivalry is certain to be one of the highlights of today's programme.

Backing Haslam's efforts to oust Crosby is Dunlop who is regarded by most experts as the greatest pure road racer in the world. He holds the TT lap record on the Isle of Man and never really shined on the claustrophobic man-made, purpose built circuits in Britain. He was brought up on a staple diet of Irish road racing and was thought only to come into his own when battling between the hedges, houses and kerbs of a pure road racing circuit.

This was until the Formula One race at Silverstone last year when he was drafted into the Suzuki squad at the end of the season to help Crosby clinch his TT Formula One world crown at the Ulster. He rode at Silverstone to get a feel of the bike and against all the predictions finished second behind Crosby on one of those so called claustrophobic circuits. He was set to sign a full contract with Suzuki at the end of the season but at the eleventh hour Honda stepped in and signed the 29 year old rider. No doubt his ability on the road circuits, which make up the TT Formula One World Championship swayed the balance, but a repeat of last year's Silverstone performance this afternoon would be a real bonus.

If bravery was the only commodity required to become a champion Honda's third rider Alex George would have already been crowned. Last year he crashed badly while practicing at the TT. For weeks his life lay in the balance but Alex not only fully recovered from his serious injuries but was back in the saddle before the end of last year. He returned to the TT this year with the accident obviously still firmly fixed in his mind but overcame the enormous mental barrier by finishing third in the Classic event.

Backing Crosby in the Suzuki team is the very experienced Midlander John Newbold who rejoined the works team at the beginning of the season after some good rides on a privately entered Yoshimura Suzuki four-stroke last season.

He has repaid Suzuki's faith in his ability by backing Crosby to the hilt and lay fourth in the championship table before Snetterton. He displayed just what a true professional he is by finishing fourth in the TT Formula race on his first TT outing and at Silverstone last year showed just how well he rides the grand prix circuit by finishing third in the F1 race behind Crosby and Dunlop.

So what about Mick Grant who was sensationally sacked by Honda after winning the FT/MCW Championship and the F1 TT for the Japanese factory?

Instead of burying his head in the sand the tough Yorkshireman got on with the job of organising his own team in typical determined fashion and at the time of going to press may well have

a works Suzuki for today's race after riding their machines with success at the TT.

He won the Senior and finished second to Crosby in the Classic but if he does not get works machinery will ride his own Harris framed Yoshimura Suzuki similar to the bike ridden by Newbold last season.

He's still very sore at being sacked by Honda and is determined to show his biggest audience of the season that he is still capable of beating the best and so watch out for the sparks to fly when he gets amongst those Honda men.

The new name to appear in F1 racing this year is the British based Moriwaki Kawasaki team and their riders Roger Marshall and Australian Wayne Gardner. Former British champion, Marshall gave up all his two-stroke racing links to compete on the big four-stroke and has been most impressive although recently mechanical problems with the bike have kept him out of the higher placings. With these problems hopefully sorted out he could be the real dark horse of today's event together with team-mate Gardner who has burst on the British scene rather reminiscent of a certain Graeme Crosby a couple of years ago.

On his first appearance in Britain on a cold April afternoon at Cadwell he shocked British short circuit stars by winning the opening round of the Motor Cycle News Shell Superbike Championship and despite breaking an ankle in a Donington crash at the end of May has never looked back.

Like Crosby he's keen to break into grand prix racing and sees the F1 Championship as the natural stepping stone and what better way to demonstrate his full repertoire of skills than by a good ride in front of the assembled hierarchy of world road racing at Silverstone today.

Away from the works teams there are a bevy of privateers and teams that have worked so hard to make F1 racing such a success this season with excellent machine preparation and riding skills.

Typical of these riders is Londoner Jim Wells who sampled the delights of works machinery last season with a one off Suzuki ride at Snetterton but returned to the role of privateer and rides a 998cc Kawasaki this afternoon.

Mick James, Trevor Nation, Asa Moyce, Les Borgan and Mick Hunt are in similar positions scraping and scrimping for cash to go racing but they will be on the line this afternoon on immaculately prepared machinery just itching to get one over the works teams in a championship which has become the most competitive and exciting in Britain this season.



Wayne Gardner, the young Australian, in his first season of European racing.

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100% acrylic, shrink resistant.
British Racing Green with contrasting
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Woodcote: £21.75 (Long Style)
(Mail Order: Add £1.75 p&p).

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the Silverstone embroidered emblem.
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The Silverstone Shop

All merchandise available mail order from:
BREAK, 19a High Street, Burton-on-Trent.

The Silverstone Shop is situated in the
rear of Woodcote Grandstands.

NOTICES

MOTOR RACING IS DANGEROUS

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

PROGRAMME COPYRIGHT

All literary matter in this 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 thereof.

DOGS

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

GRANDSTAND SEATS

Any unsold seats will be available from the Grandstand Ticket Offices behind the Pits Grandstand — for Pits and Woodcote Stand which cost £5.00 and at Stowe Corner — for the South Stand which cost £5.00. From the South Stand you can get an excellent view of over half the circuit.

Paddock Transfers

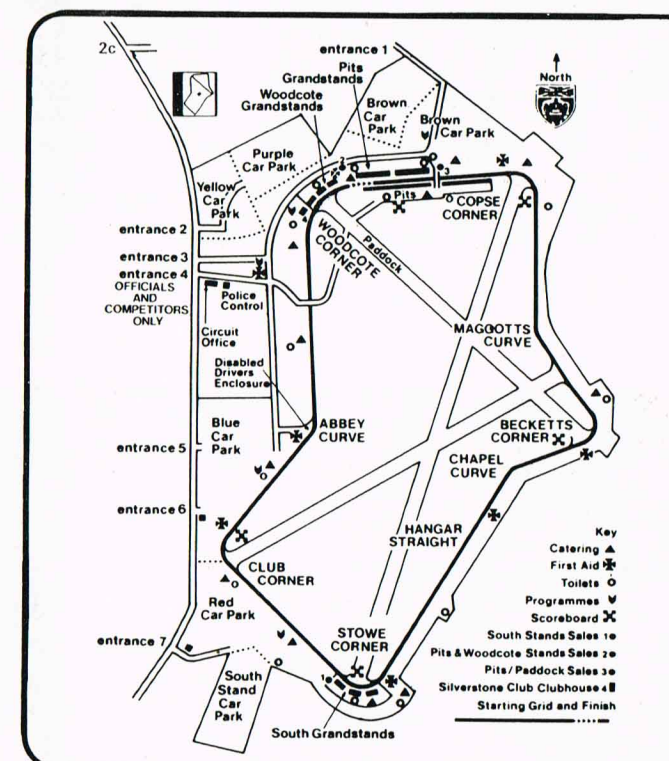
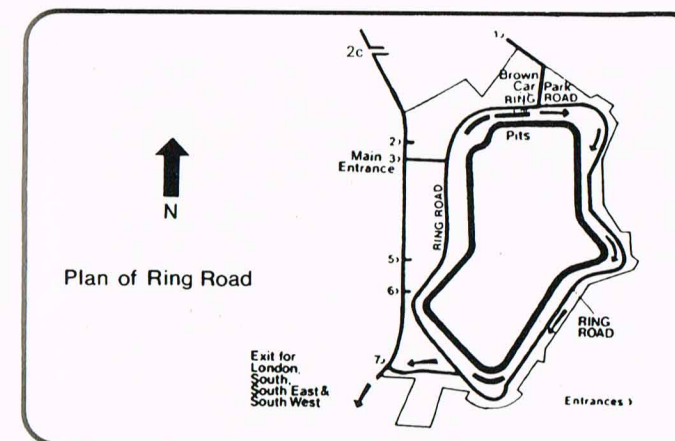
Paddock transfers, costing £3.00, are on sale at the Paddock Ticket Office by the pedestrian bridge at the end of the Pits Grandstand. These tickets admit to the Paddock and Paddock Enclosures where you get a "behind the scenes" view of the day's racing.

Traffic Arrangements

THE RING ROAD

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

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

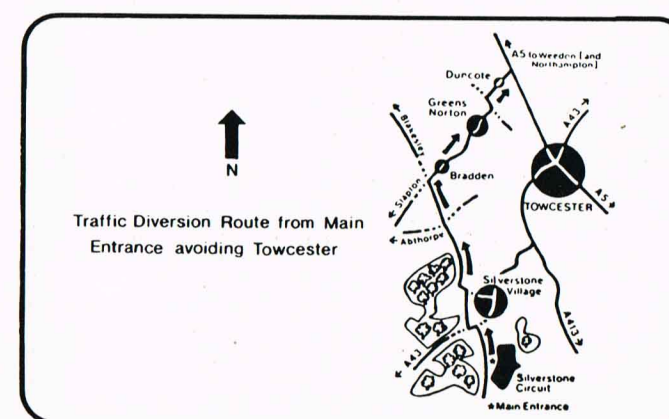


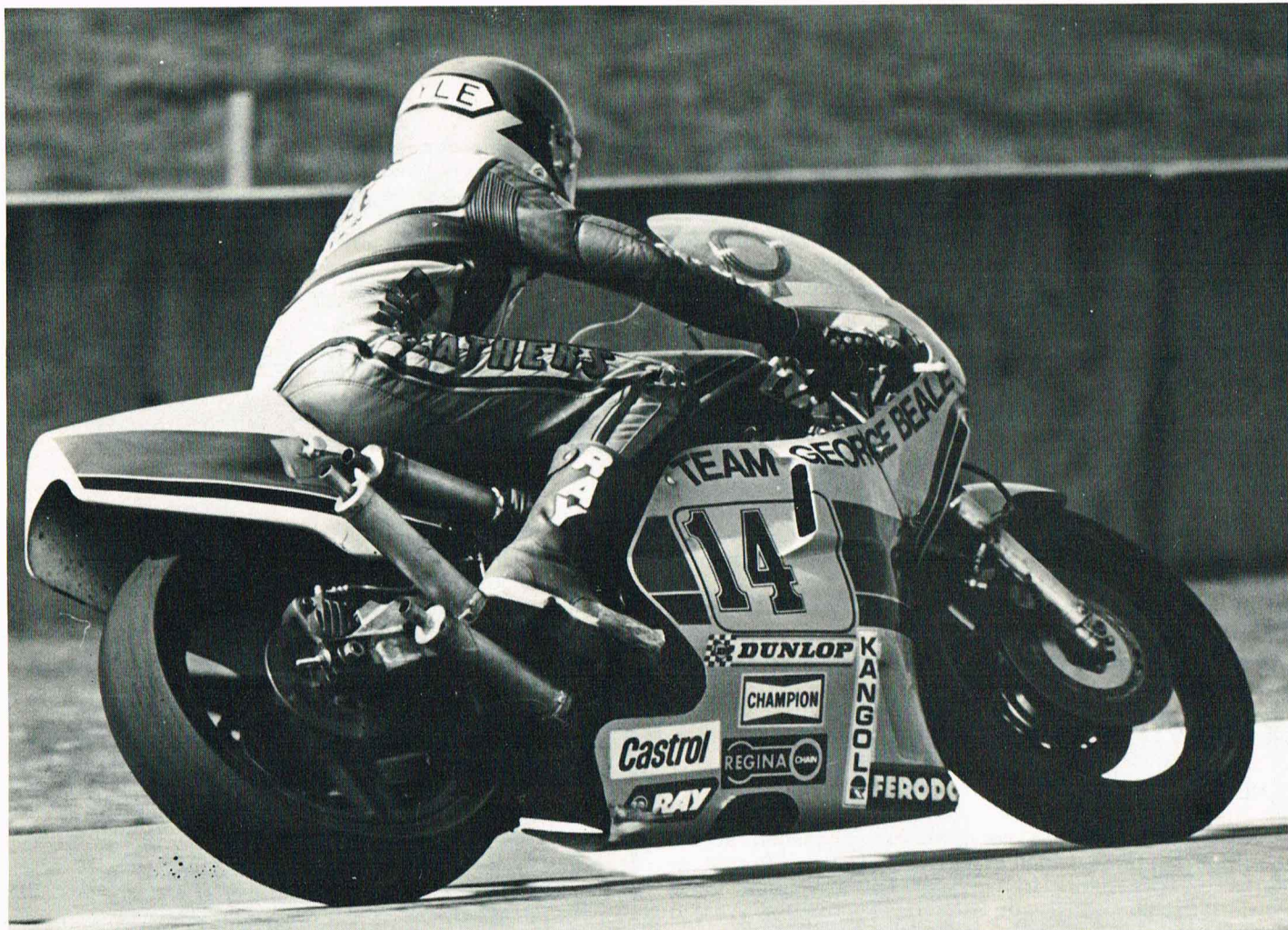
THE MAIN ENTRANCE

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

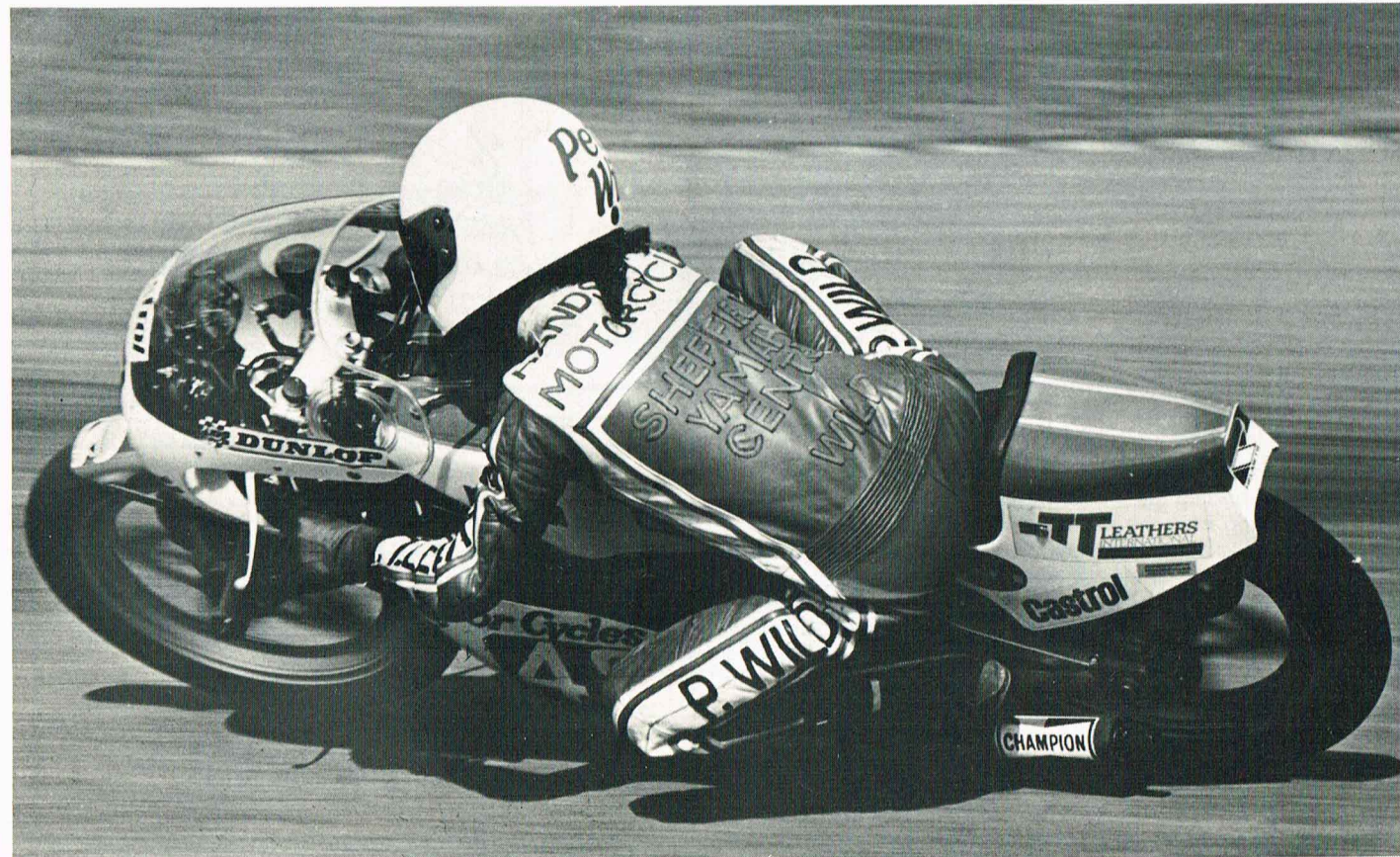
Both the diversions and the ring road will be policed and marshalled, and we ask for your co-operation to make the arrangements work.

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





Jeff Sayle



Pete Wild

OTHER HAPPENINGS

Rides Round the Circuit

Buses have been arranged to take spectators round the Silverstone Grand Prix Circuit, free of charge from four points: Copse Corner, Stowe Corner, Club Corner, between the Daily Express Bridge and Woodcote Corner. The service will operate from 06.30 hrs on Sunday August 2nd.

Pit Lane Walk-About

Holders of Paddock Transfers will be admitted to the Pit Road on Sunday, August 2nd between 09.00 hrs and 10.45 hrs to get a close-up view of the Grand Prix machines.

Marlboro Rider of the Day Award

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

Lost Property Office

A Lost Property Office is situated in the Mobile Police Station at the Main Entrance. All enquiries regarding lost property or lost children should be made at this office.

Camping Site

Situated adjacent to the Blue Car Park.

NO PUBLIC CAMPING FACILITIES WHATSOEVER ALLOWED INSIDE THE CIRCUIT PERIMETER FENCE.

Market Places

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

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

Catering

There will be a full public catering service. A special feature will be a continental flavour marquee situated at the pedestrian Bridge covering French, German and Italian foods and wine. Pernod will be offering their product at reduced price and to add the final touch a German Band will be playing during the day.

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 12.00-18.00 hrs; Saturday 10.00-18.00 hrs; Sunday 10.00-18.00 hrs.

Photographs

The photographs used in this programme have been supplied by Paul Boland, Chris Carter, Paul Cheney, Chris Hill, Don Morley, Gerry Stream, Peter Tempest and Bob Thomas.

Parade of Flags

There will be a parade of the flags of the nations represented in the Marlboro British Grand Prix at 11.15 hrs on Sunday, 2nd August. The flags will be paraded on Yamaha motor cycles.

We're accommodating people



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The Brands Hatch Racing motorcycle school, founded some thirteen years ago by Vic Camp, is now very capably supervised by Jeff Crookbain. The school operates not only at Brands Hatch but also Mallory Park circuit in Leicestershire.

With a fleet of twenty Honda 400N Super Sports Twins, converted to full race trim by Mocheck Motorcycles, the school is well equipped to give you the opportunity to experience racing technique. Leathers, helmets, boots and gloves are all available on loan and you will attend an instructional period before the track tuition starts. Your initial session includes 20 laps of the Indy circuit, a report of your riding ability, technique, lines and lap times, and at the end of the day a commemorative certificate — plus 5 extra laps when you book via the coupon below.



Into Karts? We'll look after you, too ...

The Superkart Brands Hatch Racing school was opened last year using a fleet of machines with Zip Shadow chassis. Fitted with disc brakes, electronic ignition, slick tyres, nose fairing, rear spoiler and six-speed gearbox, each kart is powered by a Honda 125cc race engine and capable of a top speed of 100mph.

The format is similar to the motorcycle and car schools and leathers, etc, are available for your use on the day.

Now you've read all about it, why not do it! Write now for details ...

To: Marlboro British Grand Prix OFFER
Brands Hatch Racing, Brands Hatch Circuit, Fawkham,
Kent DA3 8NG. (Tel: Ash Green (0474) 872331).

Please send me details of the MOTORCYCLE school ☐ KART
School ☐ 5 FREE LAPS when you book.
tick as applicable



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(Qualifying and Racing
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*The Promoters reserve the right to alter or cancel the
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FORTHCOMING EVENTS AT SILVERSTONE

Sat. Aug. 22 Daily Express Hermetite British Kart Grand
Prix - Qualifying RACMSA
Sun. Aug. 23 Daily Express Hermetite British Kart Grand
Prix RACMSA
Mon. Aug. 31 British Formula 3 Championship Meeting
BRDC
Sun. Sept. 6 Letchworth Roofing Trophy Meeting BARC
Sat. Sept. 12 Canon RAC Tourist Trophy - Qualifying
BRDC
Sun. Sept. 13 Canon RAC Tourist Trophy BRDC
Sat. Sept. 19 Vintage Car Race Meeting VSCC
Sat. Sept. 26 Marlboro Yamaha Clubmans Finals -
Qualifying ACU
Sun. Sept. 27 Marlboro Yamaha Clubmans Finals ACU
Sat. Oct. 3 Minolta Trophy Meeting - Qualifying
BRDC
Sun. Oct. 4 Minolta Trophy Meeting BRDC

PUBLIC WARNING NOTICE

IT IS DANGEROUS TO CREATE OR ERECT A STAND FOR
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Sunday, August 23rd

Admission to Special Trackside Spectator Enclosures:
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Child Free. Grandstands Free. Parking Free.

Cromwell Lodge Hotel

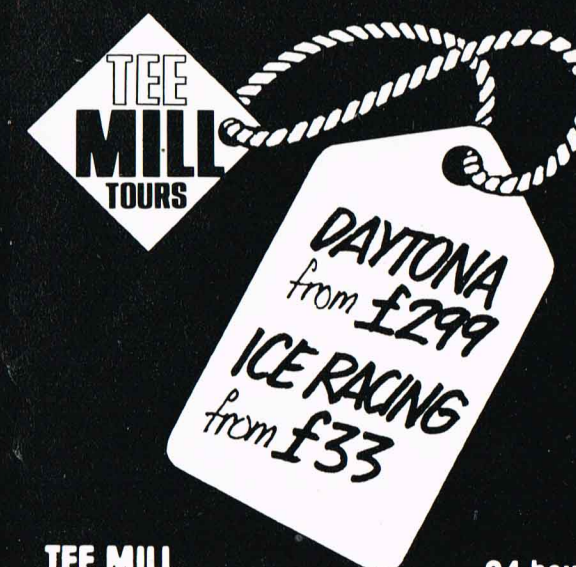
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250 cc	Kork Ballington (Yamaha) 104.68 mph	Anton Mang (Kawasaki) 106.04 mph	Kork Ballington (Kawasaki) 100.13 mph	Kork Ballington (Yamaha) 108.88 mph
125 cc	Pier Luigi Conforti (Morbidelli) 98.53 mph	Angel Nieto (Minarelli) 93.97 mph	Angel Nieto (Minarelli) 101.12 mph	Louis Reggiani (Minarelli) 101.76 mph
Sidecar	Werner Schwaerzel/ Andreas Huber (A.R.O.) 87.97 mph	Alain Michel/Stu Collins (Seymaz Yamaha) 96.58 mph	Sidecar B2A Rolf Biland (Schmid Yamaha) 104.35 mph Sidecar B2B Alain Michel (Yamaha) 93.89 mph	Derek Jones/Brian Ayres (Yamaha) 109.26 mph
TT Formula 1	Ron Haslam (Honda) 101.93 mph	John Cowie (Kawasaki) 107.72 mph	Alex George (Honda) 100.06 mph	Graeme Crosby (Suzuki) 112.22 mph

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Champion Race Technician, Vince French, discusses a point with Barry Sheene.

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Who is he and where did he finish last year's
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THE RIDER IS

HE FINISHED IN THE 1980 MARLBORO BRITISH GRAND PRIX

YOUR NAME

ADDRESS

The first correct entry drawn after 5 pm wins all the prizes listed above. The winner will be announced publicly.
This competition is not open to employees of Silverstone Circuits Ltd, or ACU, nor to officials, press or
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