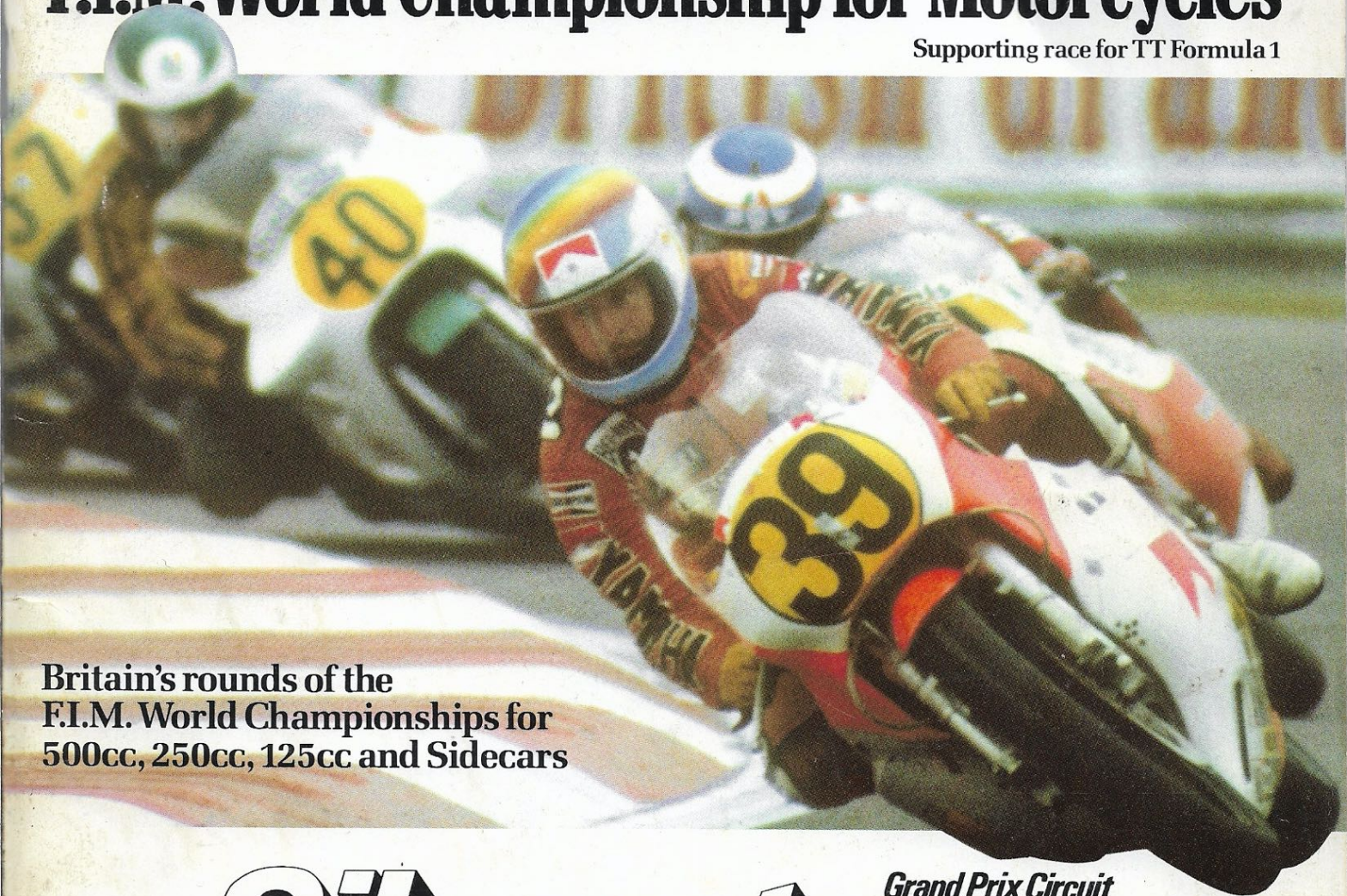


Marlboro

British Grand Prix

F.I.M. World Championship for Motorcycles

Supporting race for TT Formula 1



Britain's rounds of the
F.I.M. World Championships for
500cc, 250cc, 125cc and Sidecars

Silverstone

Grand Prix Circuit

Sunday July 31st.

Qualifying July 29th & 30th

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The Marlboro British Grands Prix

by Chris Carter



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

500 cc — All this and more to be revealed

Just five points separate Freddie Spencer and Kenny Roberts at the top of this year's 500cc world championship battle, and it would take a very brave man to forecast the outcome.

Before the Dutch TT Spencer, on the super-light, ultra-quick NS500 Honda three, had looked well on the way to clinching the title for the first time.

But that had not taken into account the determination and brilliance of Kenny Roberts, who shrugged off indifferent starts at both Assen and Spa-Francorchamps to win both the Dutch and Belgian rounds.

Now Spencer has won five races, and Roberts four in this year's epic battle, with just three rounds, including this Marlboro British Grand Prix, to go.

What more could Silverstone fans have asked for? The two finest riders of the world battling for crucial points on a circuit that is liked by both, and which traditionally produces tremendous racing.

For Roberts, always near, or even fractionally faster than Spencer in timed practice, the big problem will be to start his Yamaha. Ever since the opening round of the 1983 500cc world championship battle in South Africa the latest Yamaha V-four has been nothing less than a pig to start.

This fault has given Kenny a handicap that he could well do without against a combination as formidable as Freddie Spencer and the Honda.

In South Africa Spencer sprinted to the front, and stayed there, while Roberts worked hard to overcome a bad start.

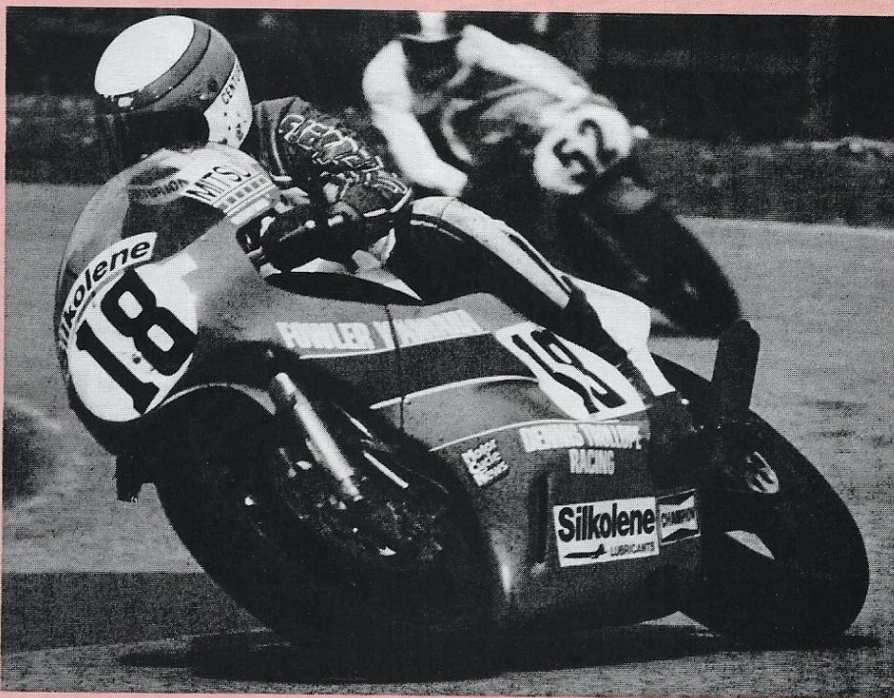
Eventually moving through to second spot Roberts tried hard to catch the pace maker, and then decided to settle for a certain 12 points.

Third at Kyalami was Britain's own Ron Haslam in his debut GP outing on the factory NS Honda after a tremendous battle with Frenchman Marc Fontan on the works Yamaha.

Even Haslam's greatest admirers must

have been impressed with this tremendous performance, and two weeks later the Haslam's fans had more to cheer about at the French GP at Le Mans when he grabbed third place again.

With his hands rapidly losing feeling because of the biting cold wind Ron made several mistakes, particularly on braking, and was not totally satisfied with his performance.



Graham Wood.

But even so those ten points took his tally to twenty, putting him joint second in the world championship table with Roberts, who finished fourth.

Roberts had led the race for seven laps before a split expansion box forced him to slow, and the American limped home. But he at least completed the race. Others were not so lucky. A Start-line melee put both Randy Mamola and Eddie Lawson out of the race.

Mamola broke a bone in his foot, his first broken bone in his eleven year racing career, after being run over by another rider, while Lawson could not start because a clip-on broke off after his machine was knocked over.

Haslam's third place was not the only reason for British fans to cheer, though. Keith Huewen, riding back at his best nipped past Frenchman Marc Fontan on the last lap to take fifth spot, with Barry Sheene, who had made his return to race at Kyalami, seventh.

Spencer won the third round of the series, in Italy, but once more Roberts luck had been right out. Kenny had stormed through to lead the race, with Spencer well beaten, when he rode wide at one of the Monza chicanes, and crashed.

Kenny kept the bike running as he slid gracefully to earth, though, and remounted fourth, but then he ran out of fuel!

With Marco Lucchinelli in second place, and Ron Haslam third starting the last lap a Honda 1-2-3 looked on the cards. But unlucky Ron's engine, which had been getting sicker and sicker throughout the race finally expired, with under half a lap to go, letting Eddie Lawson climb on the winner's podium.

Again Barry Sheene made the points, taking ninth place, but the three times world champion was never really up with the leaders and was in need of quicker machinery.

In Germany it was Spencer's turn to suffer the bad luck. His Honda, like teammate Ron Haslam holed an exhaust pipe early in the race. But while Ron had to stop, Freddie was able to coax the ailing bike home fourth.

Roberts won the race, with Takazumi Katayama hitting top form in second place on his Honda, and Marco Lucchinelli third.

But before the Marlboro Yamaha team could become too complacent Spencer had bounced back to stretch his lead to 21 points with victory in Spain.

Kenny had looked as though he might give Spencer a hard time, but slowed in the closing stages to finish second.

Katayama was third home on his works Honda, but both Lucchinelli and Haslam failed to score. Marco crashed early on at the first, tight hairpin bed at Jarama, while Ron, who started well slipped back to



Where's the opposition? — Franco Uncini winner of last year's race.

fourth before sliding off when his front tyre slid away.

Ron hurt his wrist in the fall, but after just a brief rest was back in action in Austria, only to be put out of the points by a seized engine.

This time it was Roberts who grabbed the 15 points, and Spencer was forced out by a seized engine. The gap was down to six points, and Roberts was looking good.

Eddie Lawson finished a fine second, and Randy Mamola showed signs of his former self on the HB Suzuki breaking the lap record by almost two seconds, taking third spot.

Takazumi Katayama had another fine ride for fourth place, keeping the pressure on Mamola for third pace in the championship table.

Two weeks later and the championship



Chris Guy.



PHOTOGRAPHIC COMPETITION

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Full details on page 55.



trail had moved on to Rijeka, and the Yugoslavian GP.

Spencer opened the gap by winning, while Roberts battled bravely to overcome a terrible start to finally finish fourth.

But the poor starting of the Yamaha was not Roberts' only complaint. Team-mate Eddie Lawson, who stood no chance of winning the title finished third, ahead of him, when clever team tactics could have let Roberts through, and earn two extra points.

Now the gap was back up to 13 points, and Roberts knew that he was up against it if he was to win that elusive fourth championship.

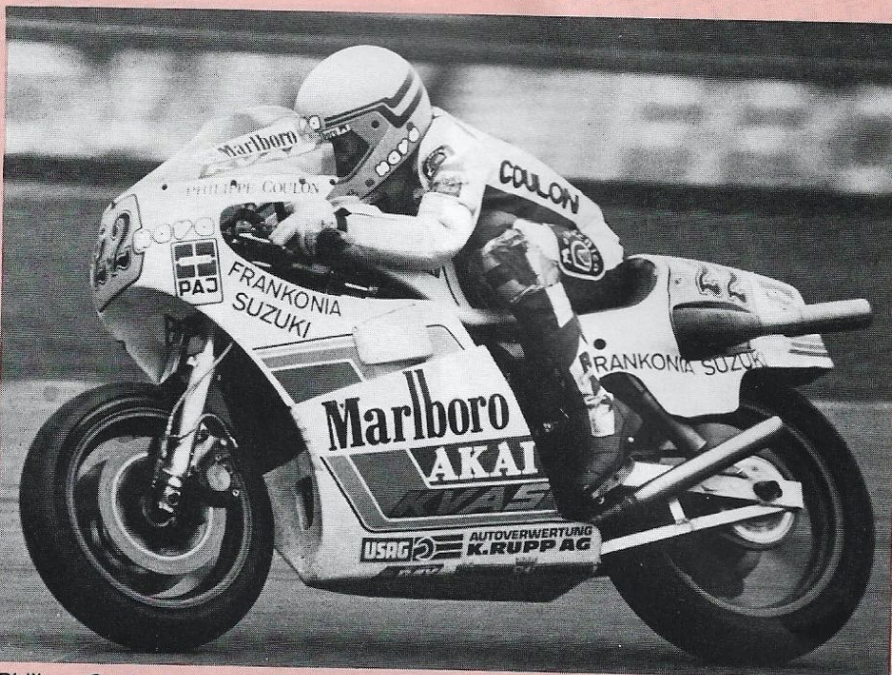
Superb wins in Assen and Spa Francor-champs showed fans all over the world that Roberts was still as good as ever, and ironically the Dutch TT gave Honda a chance to review their team organisation.

Roberts charged through to the front after a sluggish start, catching and passing Spencer. But Takazumi Katayama stuck to Kenny's tyre tracks and chased the Yamaha man over the line.

It was a close thing at the flag, with Roberts not aware that Katayama was so close, almost caught napping. But Katayama did not beat him, and his second place robbed Spencer of two points!

In Belgium though it was Roberts and Spencer wheel to wheel, after Kenny had made another amazing charge through from fifth place. Freddie, struggling a little with tyre problems settled for a sure second, leaving the scene set for the Silverstone cliff hanger.

But perhaps there are other aces in the pack that might upset the Roberts-Spencer showdown.



Philippe Coulon.

Randy Mamola was third in Assen and at Spa. That was without the new Suzuki engine featuring their version of power valve. If Randy and the HB Suzuki squad can find time to sort the new motor out in time he might make life difficult.

Katayama, too, is in inspired form and could well take a lot of stopping.

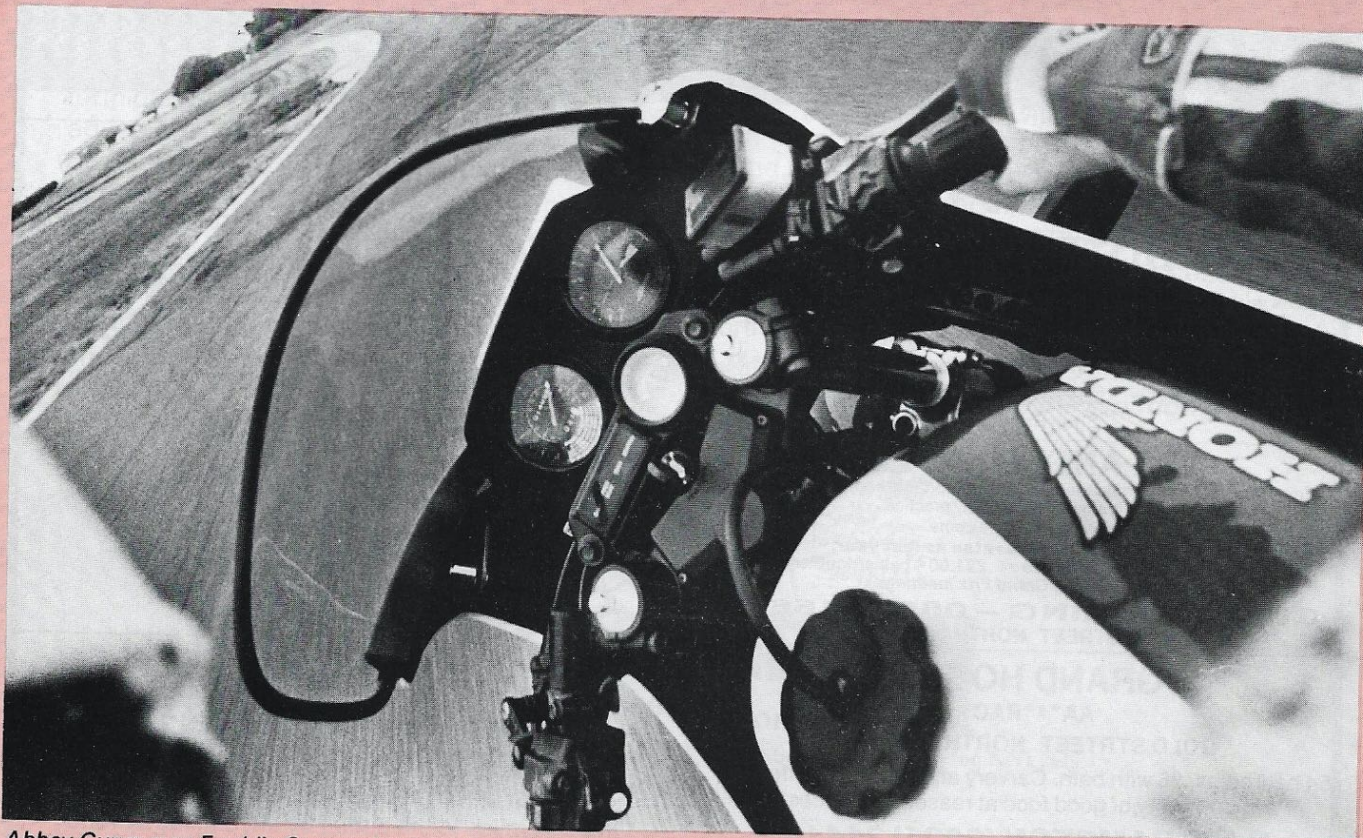
But British fans will perhaps be pinning their hopes on Ron Haslam notching his first GP success. With a rest between the Belgian round and now to rest the left arm broken in a freak accident in Rijeka when a fierce tank slapper snapped the forearm

bone, Haslam is eagerly looking forward to what is the high spot of his racing season.

Can Keith Huewen grab another handful of points, just like he did in France, and will Barry Sheene return to Silverstone to recapture his former brilliance?

Will Britain's bravest privateer, Chris Guy break his 500cc world championship "duck" in front of his home fans, and will talented Mark Salle add to his single point so hard earned in Holland.

All this, and more will be revealed here at Silverstone.



Abbey Curve over Freddie Spencer's shoulder.

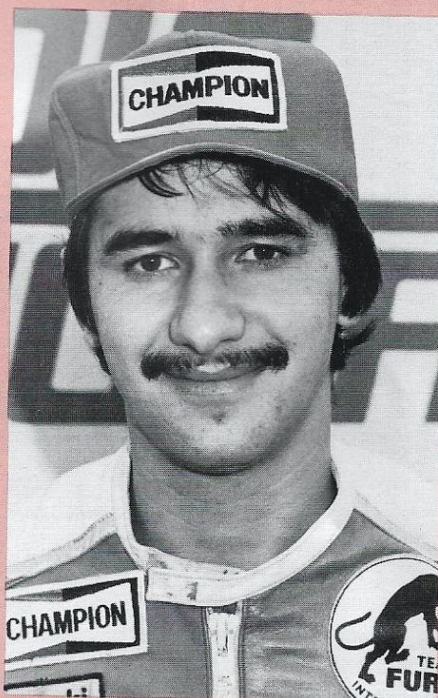
250 cc — Who can challenge Lavado?



Alan Carter.



Paolo Feretti.



Jean-Louis Guignabodet.

Whoever wins the 250cc world championship this season, and Carlos Lavado goes into this penultimate round a clear favourite, he will have deserved his success.

Never before, in the history of the series has the championship been so hard fought, by so many talented riders.

Just to qualify is an achievement, and more than once this year a GP winner has found himself unable to make the grid in another race. Just as Herve Guilleux and Alan Carter!

The passing of the 350cc class, mounted by many, has led to a greater depth of talent in the 250cc event, and the fans around the world have benefitted.

Six different riders have each won a round of this year's competition, but only Lavado, with four wins under his belt in the nine races so far, has won more than once.

The Venezuelan started badly in South Africa, though, where he finished a lowly seventh, while Jean Francois Balde, Didier de Radigues and Herve Guilleux battle for the lead.

Balde, with more GP experience than both of his rivals put together played a splendid waiting game to snatch the lead in the closing stages while Didier on a But Kawasaki had a literally fighting finish!

Back in Europe and about 40 degrees colder the French GP had a sensational

ending, too. This time though it was Britain's own Alan Carter who made motor cycling history with victory.

Alan, just 18 was the youngest rider ever to win a GP race, and he won it in fine style, from Jacques Cornu and Thierry Rapicault.

Lavado did not click into his best form till Italy, and even then he was more than a shade lucky to win.

Carlos only took the 15 points because another Venezuelan Ivan Palazzese and Spaniard Sito Pons managed to crash in separate incidents, but on the same cor-



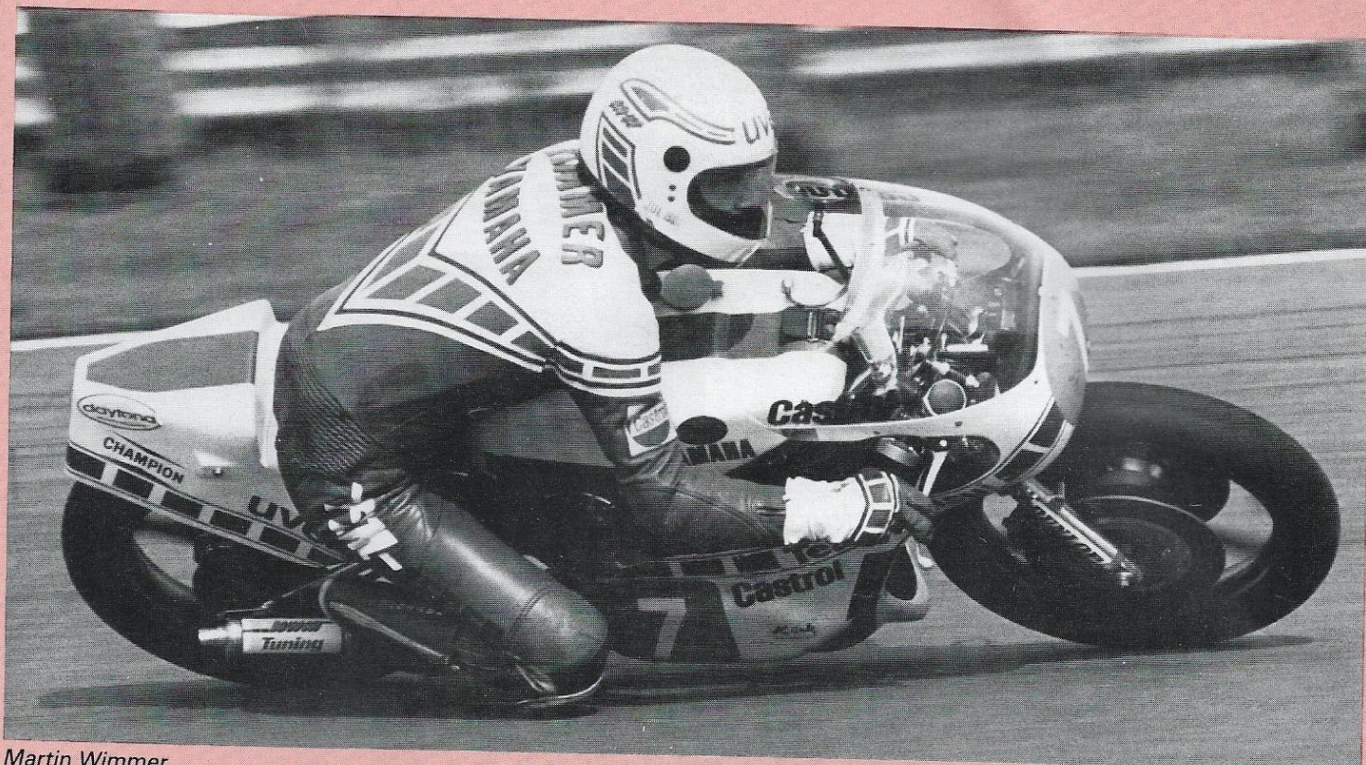
Didier de Radigues currently lies second to Carlos Lavado in the 250 cc Championship.



PHOTOGRAPHIC STAND

For the best action shots use the
Canon Photographic Stand at Copse Corner.





Martin Wimmer.

ner on the last lap when lying first and second!

Thierry Espie, the third member of the Chevallier squad for 1983 was runner up in Monza, while West German Manfred Herweh was third.

Lavado won the West German round, too, after a heavy shower of rain had forced the race to be re-run. By the end the Yamaha man had opened up a clear 20 seconds lead over Patrick Fernandez on the Bartol, and Didier de Radigues.

Herve Guilleux bounced back into the picture in Jarama with a fine win in the Spanish round chased home by Christian Sarron and Martin Wimmer, with poor old Carlos could not get his act together and notched up just four points again.

The topsy turvey season continued in Austria, where again the rain stopped play. This time the two parts of the race were added together giving a delighted Manfred Herweh top points after beating Didier de Radigues in the crucial sprint for the line in the second leg.

Martin Wimmer was third on aggregate score, but again Lavado was in trouble, and his two results added up to just seventh place, once again, and four more points.

Britain's 250cc world championship contender Donny Robinson crashed badly in the Salzburgring race, and his injuries were enough to ensure that he will miss the Silverstone race. But Sito Pons, who broke his thigh in the incident should make his return to the sport here.

The sun came out in Rijeka, and Lavado clicked back into top scoring form with a win that turned the championship tide very much in his favour.

There was a shade of good fortune about this win, too, though. Lavado's ignition failed at the start and some clever

tactics from Angel Nieto, for instance who started his warm-up lap late in order to give the mechanics more time ensured Lavado's readiness for the flag.

Didier de Radigues crashed out, and that too helped the South American extend his lead.

While Lavado moved closer to his title, reigning world champion Jean Louis Tournadre having an awful season, crashed and broke his collarbone.

Lavado survived a frightening slide midway through the race at Assen to score

with four, followed home by fellow countryman Ivan Palazzese, and Herve Guilleux.

But other top liners did not escape so luckily. Alan Carter stepped off at high speed when lying third, and Jean Francois Balde went down in a big heap at the last corner disputing second place with Palazzese.

Lavado could not catch De Radigues or Sarron in the Belgian round, but it did not matter, because third place kept his lead to a substantial 19 points.

125 cc — The incredible Nieto

It is a cynical observation but the 125cc class would probably be a much more interesting event if only Angel Nieto were not in it.

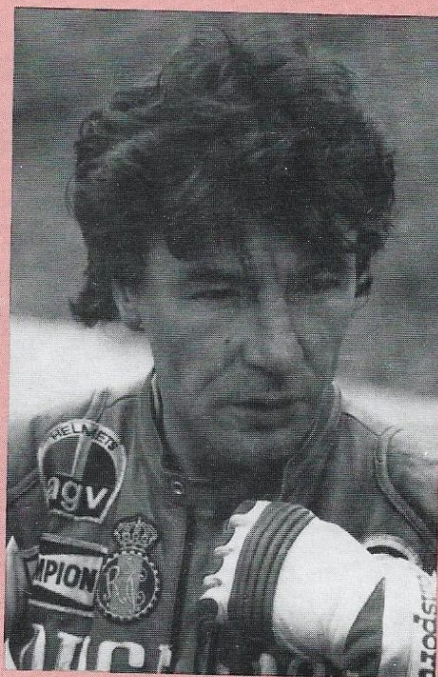
The veteran Spaniard is the undisputed King of his class, but is only really when he fools around, or has the misfortune to hit mechanical problems on the Jan Thiel prepared Garelli that things liven up!

Nieto and teammate Eugenio Lazzarini did not figure in the South African round, and without them Ricardo Tormo, Jean Claude Selini and Maurizio Vitali had a chance to shine.

But with the Nieto-Lazzarini double act topping the result card in the next four rounds in Italy, Germany, Spain and Austria the only question of interest was who would be third.

Ezio Gianola did just that in Italy, but the former world champion bounced back to take the position the next three outings.

In Yugoslavia, though someone had rewritten the script. Nieto, partnered by Fausto Gresini, after Lazzarini had crashed in practice, made a rare mistake and crashed himself.



Angel Nieto.

Angel remounted to take eleventh spot, just out of the points, and perhaps overawed by the occasion Gresini also took a tumble after leading for the first four laps.

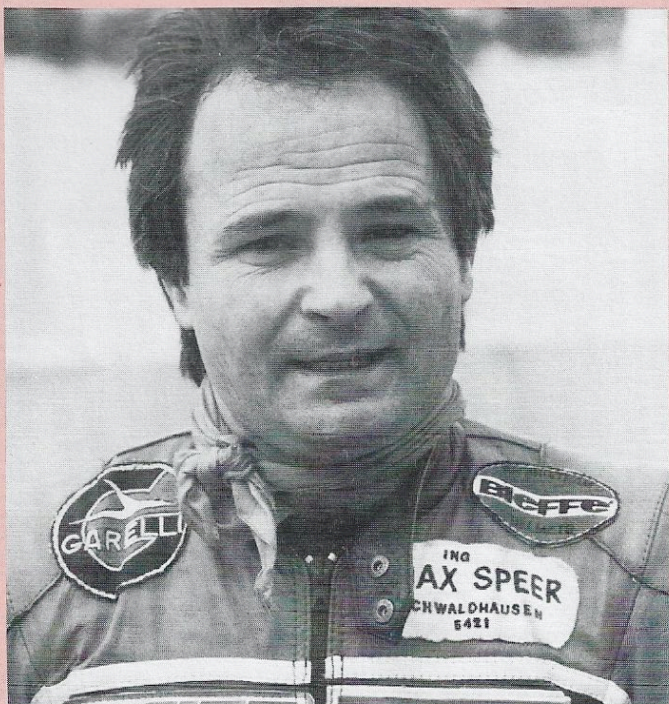
Bruno Kneubuhler took advantage of Nieto's absence to win the race over six seconds ahead of Maurizio Vitali.

In Holland Nieto resumed his stranglehold on the class with a good win from Ricardo Tormo and Bruno Kneubuhler.

It was Eugenio's rare moment of glory in Belgium, with Lazzarini opening far too great a lead for Nieto to catch him once he had drawn his way clear of the pack

after a leisurely start. But when you hold as big a lead as Nieto does, you can afford to be generous to your team mate, from time to time.

But just do not expect him to make a habit of it!



Eugenio Lazzarini.



Pier Paolo Bianchi.



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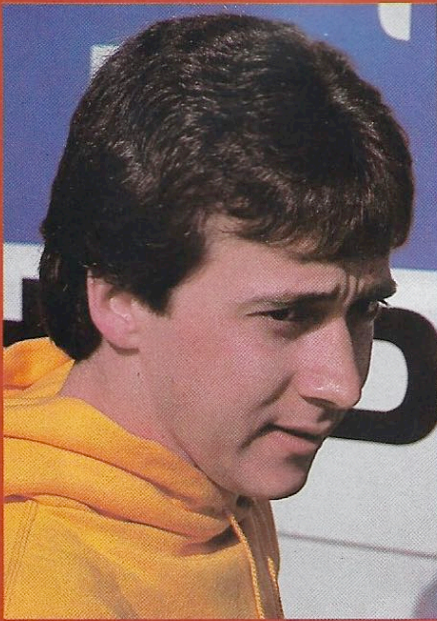
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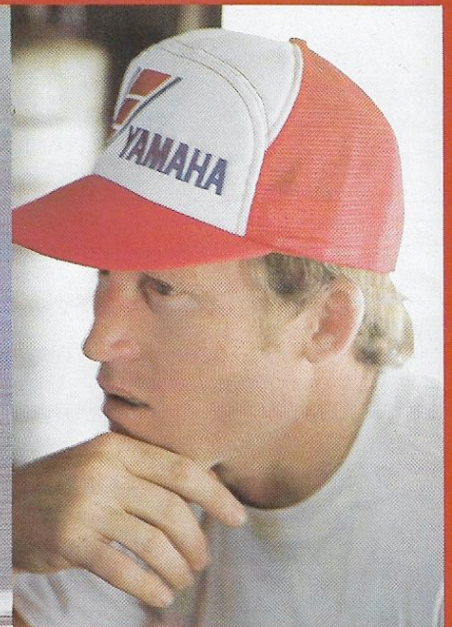
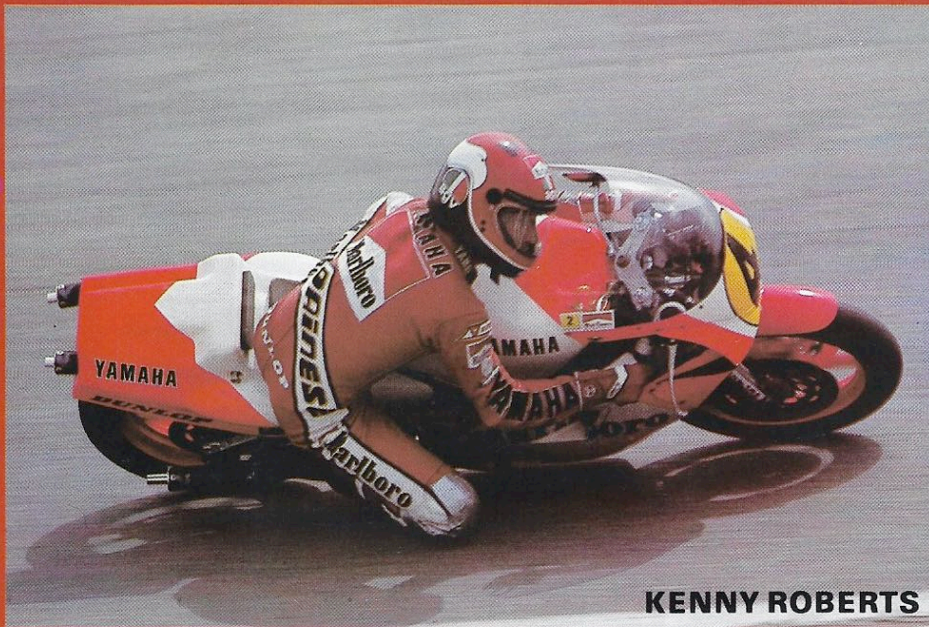
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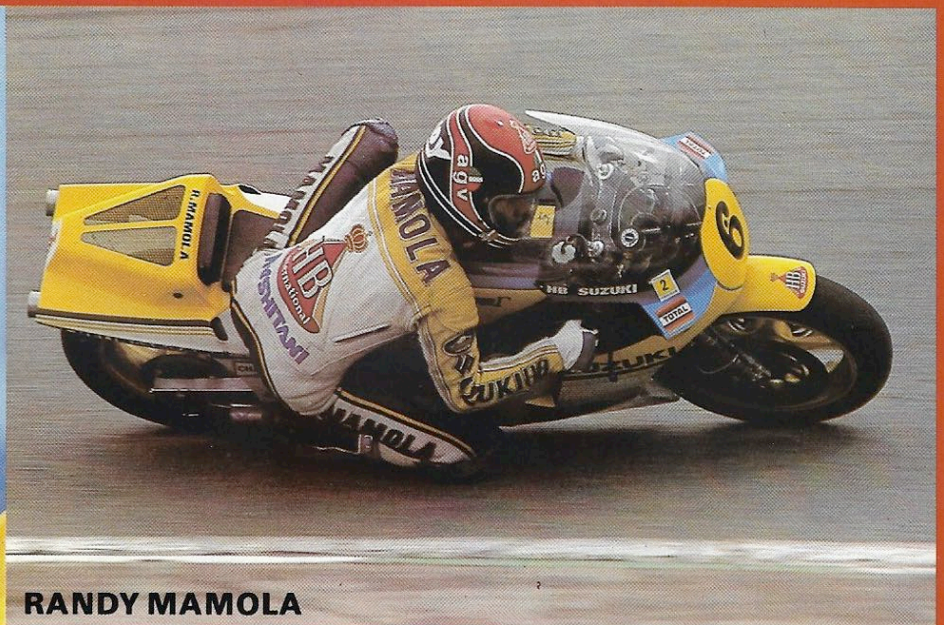
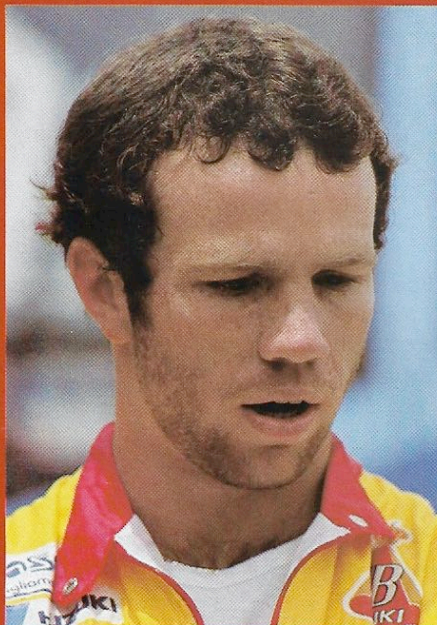
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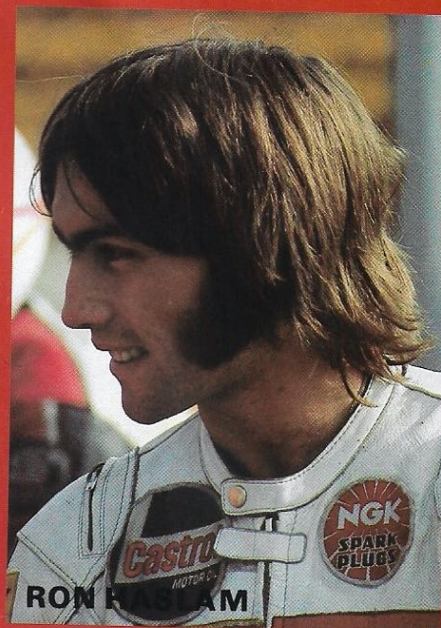
KENNY ROBERTS



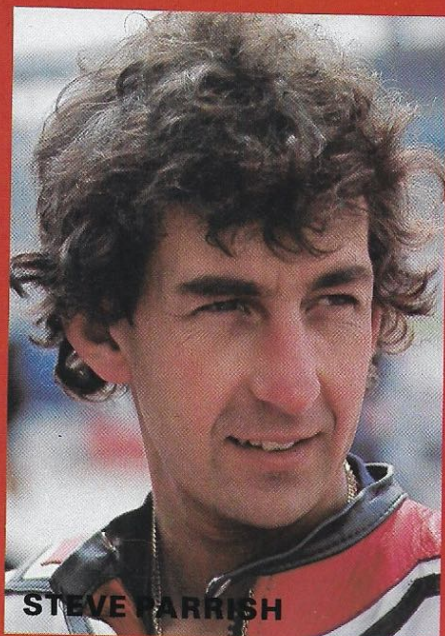
RANDY MAMOLA



TAKAZUMI KATAYAMA



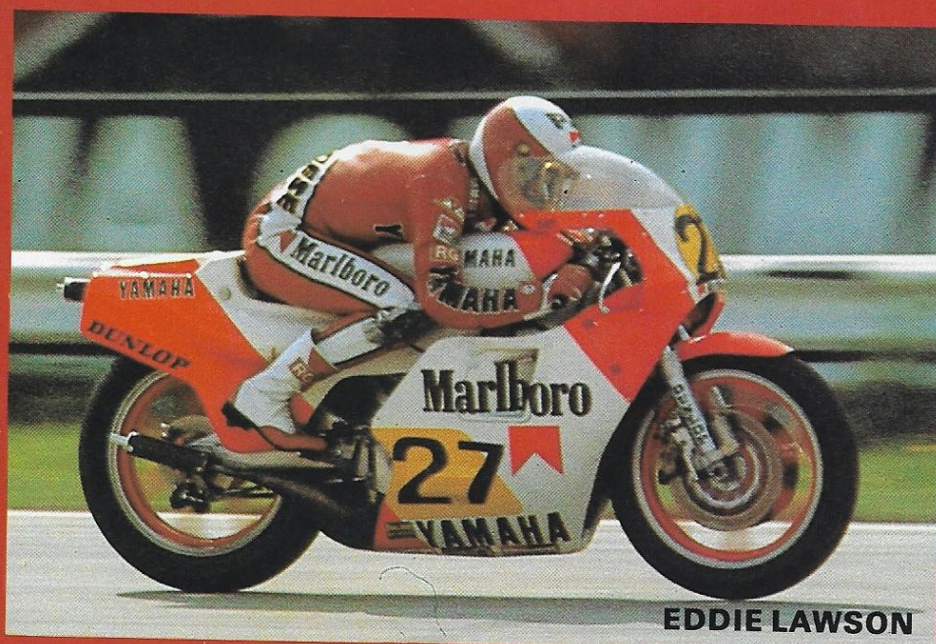
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STEVE PARRISH

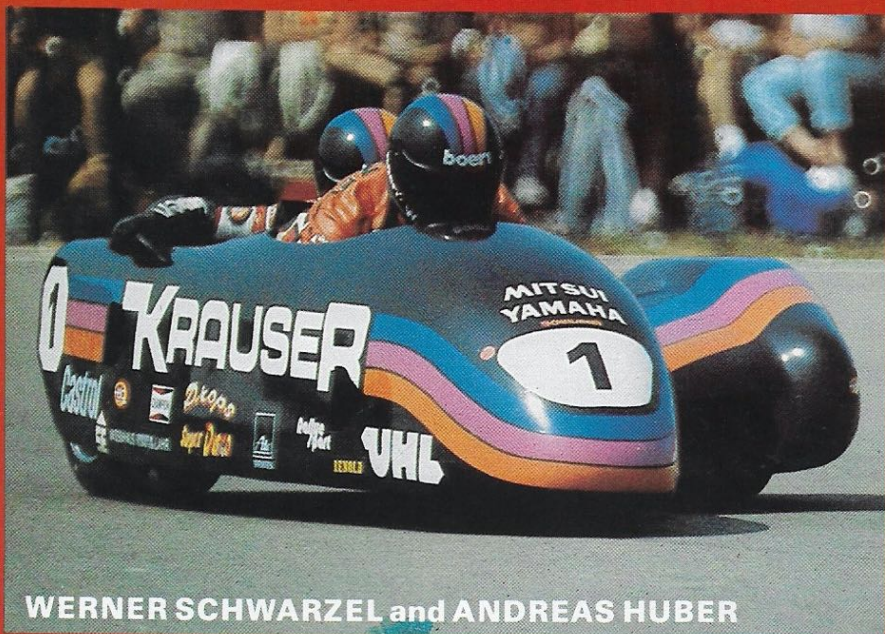


MARC FONTAN

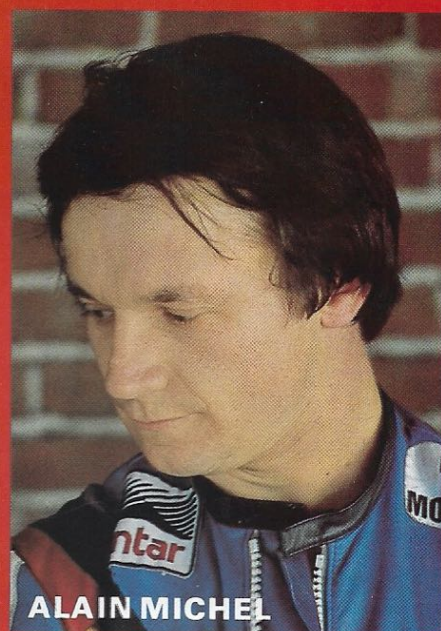


EDDIE LAWSON

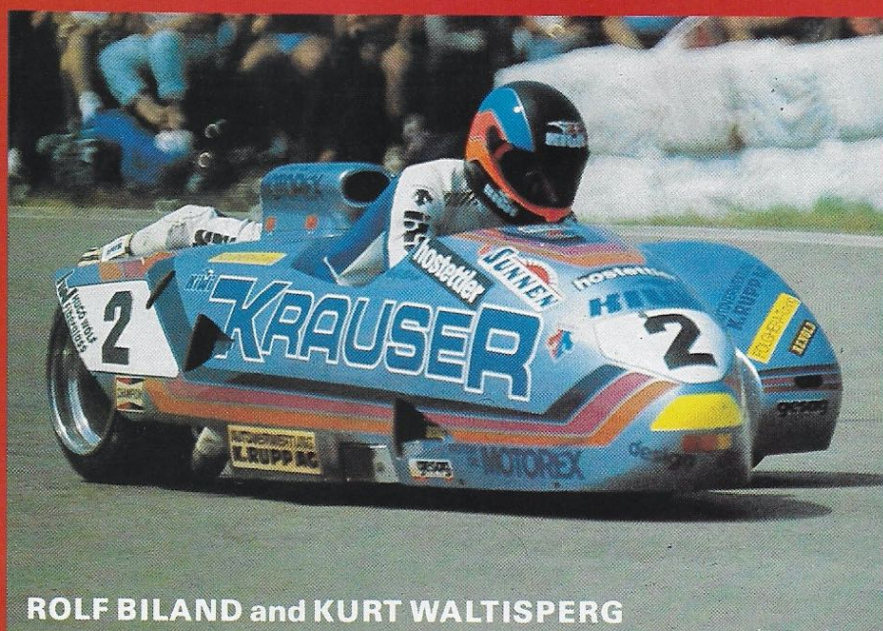




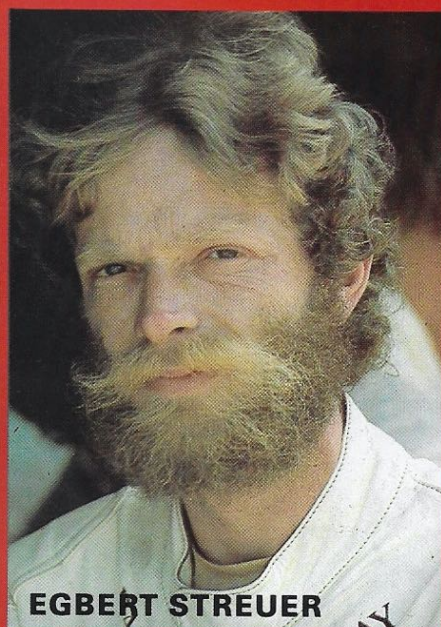
WERNER SCHWARZEL and ANDREAS HUBER



ALAIN MICHEL



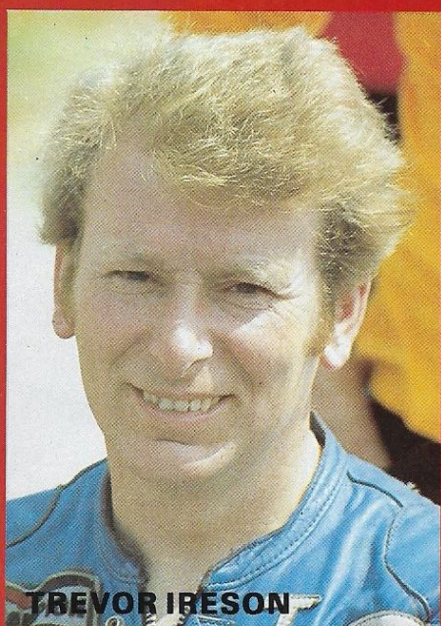
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TIMETABLE

Friday, 29th July, 1983

09.00 — 09.40 Practice for 125 cc Grand Prix
09.55 — 10.35 Practice for 250 cc Grand Prix
10.50 — 11.30 Practice for 500 cc Grand Prix
11.45 — 12.25 Practice for Sidecars Grand Prix

LUNCH BREAK

14.00 — 14.40 Practice for 125 cc Grand Prix
14.55 — 15.35 Practice for 250 cc Grand Prix
15.50 — 16.30 Practice for 500 cc Grand Prix
16.45 — 17.25 Practice for Sidecars Grand Prix
17.30 — 18.00 Practice for TT Formula 1

Saturday, 30th July, 1983

09.00 — 09.35 Practice for 125 cc Grand Prix
09.50 — 10.25 Practice for 250 cc Grand Prix
10.40 — 11.15 Practice for 500 cc Grand Prix
11.30 — 12.05 Practice for Sidecars Grand Prix
12.20 — 12.45 Practice for TT Formula 1

LUNCH BREAK

14.00 — 14.35 Practice for 125 cc Grand Prix
14.50 — 15.25 Practice for 250 cc Grand Prix
15.40 — 16.15 Practice for 500 cc Grand Prix
16.30 — 17.05 Practice for Sidecars Grand Prix
17.20 — 17.45 Practice for TT Formula 1

Sunday, 31st July, 1983

06.30 — 10.45 Coach Rides Round the Circuit
09.00 — 10.45 Pit Road "Walk-About" for holders of Paddock Transfers
11.00 Pernod Parachute Display
11.30 Parade of Flags of the Competing Nations
11.45 — 11.55 125 cc Warm-up session — untimed
12.00 — 12.10 250 cc Warm-up session — untimed
12.20 — 12.30 500 cc Warm-up session — untimed
12.35 — 12.45 Sidecar Warm-up session — untimed
13.20 MARLBORO BRITISH GRAND PRIX 125 cc
14.20 MARLBORO BRITISH GRAND PRIX 250 cc
15.05 — 15.15 Marlboro Aerobatic Team Display
15.30 MARLBORO BRITISH GRAND PRIX 500 cc
16.40 DAILY EXPRESS BRITISH GRAND PRIX for SIDECARS
17.40 SHELL OILS TT FORMULA 1 RACE

20 laps

24 laps

28 laps

20 laps

15 laps

The above starting times are approximate

1983 WORLD CHAMPIONSHIP GRANDS PRIX

Results so far:

SOUTH AFRICAN GRAND PRIX — March 19th — Kyalami

500cc		
1. Freddy Spencer (Honda)		104.31 mph
2. Kenny Roberts (Yamaha)		
3. Ron Haslam (Honda)		
Fastest Lap: Freddy Spencer	1 min. 26.43 secs.	106.24 mph

250cc		
1. Jean Francois Balde (Yamaha)		98.58 mph
2. Didier De Radigues (Yamaha)		
3. Herve Guilleux (Kawasaki)		
Fastest Lap: Jean Francois Balde	1 min. 31.45 secs.	100.40 mph

FRENCH GRAND PRIX — April 3rd — Le Mans

500cc		
1. Freddy Spencer (Honda)		95.91 mph
2. Marco Lucchinelli (Honda)		
3. Ron Haslam (Honda)		
Fastest Lap: Freddy Spencer	1 min. 31.50 secs.	97.29 mph

250cc		
1. Alan Carter (Yamaha)		89.27 mph
2. Jacques Cornu (Yamaha)		
3. Thierry Rapicault (Yamaha)		
Fastest Lap: Alan Carter	1 min. 43.85 secs.	91.33 mph

125cc		
1. Ricardo Tormo (MBA)		76.57 mph
2. Jean Claude Selini (MBA)		
3. Maurizio Vitali (MBA)		
Fastest Lap: Bruno Kneubuhler (MBA)	2 mins. 0.25 secs.	78.88 mph

Sidecars		
1. Rolf Biland/Kurt Waltisperg (LCR)		87.97 mph
2. Mick Barton/Simon Birchall (Windle)		
3. Werner Schwarzel/Andreas Huber (LCR)		
Fastest Lap: Biland/Waltisperg	1 min. 45.20 secs.	90.17 mph

ITALIAN GRAND PRIX — April 24th — Monza

500cc		
1. Freddy Spencer (Honda)		113.37 mph
2. Randy Mamola (Suzuki)		
3. Eddie Lawson (Yamaha)		
Fastest Lap: Kenny Roberts (Yamaha)	1 min. 52.80 secs.	115.02 mph

250cc		
1. Carlos Lavado (Yamaha)		105.39 mph
2. Thierry Espie (Chevallier)		
3. Manfred Herweh (Real)		
Fastest Lap: Ivan Palazzese (Yamaha)	2 mins. 00.57 secs.	107.61 mph

125cc		
1. Angel Nieto (Garelli)		99.72 mph
2. Eugenio Lazzarini (Garelli)		
3. Ezio Gianola (MBA)		
Fastest Lap: Angel Nieto	2 mins. 06.74 secs.	102.37 mph

WEST GERMAN GRAND PRIX — May 8th — Hockenheim

500cc		
1. Kenny Roberts (Yamaha)		115.16 mph
2. Takazumi Katayama (Honda)		
3. Marco Lucchinelli (Honda)		
Fastest Lap: Takazumi Katayama	2 mins. 10.48 secs.	116.35 mph

250cc		
1. Carlos Lavado (Yamaha)		102.78 mph
2. Patrick Fernandez (Bartoli)		
3. Didier De Radigues (Chevallier)		
Fastest Lap: Carlos Lavado	2 mins. 23.60 secs.	105.71 mph

125cc		
1. Angel Nieto (Garelli)		101.57 mph
2. Eugenio Lazzarini (Garelli)		
3. Pier Paolo Bianchi (Sanvenero)		
Fastest Lap: Angel Nieto	2 mins. 26.00 secs.	103.98 mph

Sidecars		
1. Egbert Streuer/Bernard Schneiders (LCR)		97.98 mph
2. Alain Michel/Claude Monchaud (Seymaz)		
3. Derek Jones/Brian Ayres (LCR)		
Fastest Lap: Biland/Waltisperg (LCR)	2 mins. 31.00 secs.	100.54 mph

SPANISH GRAND PRIX — May 22nd — Jarama

500cc		
1. Freddy Spencer (Honda)		81.18 mph
2. Kenny Roberts (Yamaha)		
3. Takazumi Katayama (Honda)		
Fastest Lap: Kenny Roberts	1 min. 29.57 secs.	82.72 mph

250cc		
1. Herve Guilleux (Kawasaki)		78.15 mph
2. Christian Sarron (Yamaha)		
3. Martin Wimmer (Yamaha)		
Fastest Lap: Jean Francois Balde (Chevallier)	1 min. 33.24 secs.	79.46 mph

125cc		
1. Angel Nieto (Garelli)		74.01 mph
2. Eugenio Lazzarini (Garelli)		
3. Pier Paolo Bianchi (Sanvenero)		
Fastest Lap: Eugenio Lazzarini	1 min. 38.49 secs.	75.25 mph

AUSTRIAN GRAND PRIX — May 29th — Salzburgring

500cc		
1. Kenny Roberts (Yamaha)		118.25 mph
2. Eddie Lawson (Yamaha)		
3. Randy Mamola (Suzuki)		
Fastest Lap: Randy Mamola	1 min. 18.11 secs.	121.45 mph

250cc		
1. Manfred Herweh (Real)		106.55 mph
2. Didier De Radigues (Chevallier)		
3. Thierry Espie (Chevallier)		
Fastest Lap: Thierry Espie	1 min. 25.27 secs.	111.25 mph

125cc		
1. Angel Nieto (Garelli)		103.95 mph
2. Eugenio Lazzarini (Garelli)		
3. Pier Paolo Bianchi (Sanvenero)		
Fastest Lap: Angel Nieto	1 min. 29.91 secs.	105.51 mph

Sidecars		
1. Rolf Biland/Kurt Waltisperg (LCR)		
2. Werner Schwarzel/Andreas Huber (Seymaz)		
3. Egbert Streuer/Bernard Schneiders (LCR)		
Fastest Lap: Michel/Monchaud (LCR)	1 min. 26.20 secs.	109.98 mph

YUGOSLAVIAN GRAND PRIX — June 12th — Rijeka

500cc		
1. Freddy Spencer (Honda)		98.81 mph
2. Randy Mamola (Suzuki)		
3. Eddie Lawson (Yamaha)		
Fastest Lap: Freddy Spencer	1 min. 33.36 secs.	99.88 mph

250cc		
1. Carlos Lavado (Yamaha)		94.86 mph
2. Christian Sarron (Yamaha)		
3. Manfred Herweh (Real)		
Fastest Lap: Christian Sarron	1 min. 36.60 secs.	96.54 mph

125cc		
1. Bruno Kneubuhler (MBA)		90.27 mph
2. Maurizio Vitali (MBA)		
3. Stefano Caracchi (MBA)		
Fastest Lap: Bruno Kneubuhler	1 min. 41.08 secs.	92.25 mph

DUTCH TT — June 25th — Assen

500cc		
1. Kenny Roberts (Yamaha)		100.78 mph
2. Takazumi Katayama (Honda)		
3. Freddy Spencer (Honda)		
Fastest Lap: Kenny Roberts	2 mins. 47.47 secs.	102.62 mph

250cc		
1. Carlos Lavado (Yamaha)		95.02 mph
2. Ivan Palazzese (Yamaha)		
3. Herve Guilleux (Kawasaki)		
Fastest Lap: Carlos Lavado	2 mins. 57.79 secs.	96.69 mph

125cc		
1. Angel Nieto (Garelli)		90.97 mph
2. Ricardo Tormo (MBA)		
3. Bruno Kneubuhler (MBA)		
Fastest Lap: Angel Nieto	3 mins. 05.62 secs.	92.61 mph

Sidecars		
1. Rolf Biland/Kurt Waltisperg (LCR)		93.41 mph
2. Werner Schwarzel/Andreas Huber (Seymaz)		
3. Masato Kumano/Kunio Takashima (LCR)		
Fastest Lap: Biland/Waltisperg	3 mins. 02.78 secs.	94.05 mph

BELGIAN GRAND PRIX — July 3rd — Spa-Francorchamps

500cc		
1. Kenny Roberts (Yamaha)		100.81 mph
2. Freddy Spencer (Honda)		
3. Randy Mamola (Suzuki)		
Fastest Lap: Kenny Roberts	2 mins. 32.42 secs.	101.88 mph

250cc		
1. Didier De Radigues (Chevallier)		95.38 mph
2. Christian Sarron (Yamaha)		
3. Carlos Lavado (Yamaha)		
Fastest Lap: Christian Sarron	2 mins. 40.86 secs.	96.54 mph

125cc		
1. Eugenio Lazzarini (Garelli)		90.95 mph
2. Angel Nieto (Garelli)		
3. Ricardo Tormo (MBA)		
Fastest Lap: Eugenio Lazzarini	2 mins. 47.56 secs.	92.69 mph

Sidecars		
1. Rolf Biland/Kurt Waltisperg (LCR)		94.57 mph
2. Egbert Streuer/Bernard Schneiders (LCR)		
3. Alain Michel/Claude Monchaud (LCR)		
Fastest Lap: Biland/Waltisperg	2 mins. 42.85 secs.	95.82 mph

Sunday

Race 1

Start 13.20 hrs (approx)

Marlboro British Grand Prix

WORLD CHAMPIONSHIP 125 cc RACE

20 laps

58.54 miles

94.20 kms

No.	RIDER/ENTRANT	TOWN/COUNTRY	MACHINE
1	ANGEL NIETO/Garelli Corse	Spain	Garelli
2	EUGENIO LAZZARINI/Garelli Corse	Italy	Garelli
4	PIER PAOLO BIANCHI	Italy	Sanvenero
5	RICARDO TORMO	Spain	MBA
6	AUGUST AUINGER/Monnet Racing	Austria	EMCO MBA
7	PIER L. ALDROVANDI	Italy	MBA
8	HANS MULLER	Switzerland	Seel MBA Elit
9	JEAN-CLAUDE SELINI	France	MBA
10	JOHNNY WICKSTROM/Silja Line	Finland	MBA
11	HUGO VIGNETI	Argentina	MBA
12	WILLY PEREZ	Argentina	MBA
13	MAURIZIO VITALI	Italy	MBA
14	GERHARD WAIBEL/Esch Racing Team	West Germany	MBA
15	BRUNO KNEUBUHLER	Switzerland	MBA
16	STEFAN DORFLINGER/Krauser Racing Team	Switzerland	Krauser-MBA
18	HANS HUMMEL	Austria	MBA
19	THEO TIMMER	Holland	
20	HANS SPAAN/SNRT	Holland	SNRT-MBA
21	STEFANO CARACCHI	Italy	MBA
22	LIBERO PICCIRILLO	Italy	MBA
23	FAUSTO GRESINI	Italy	MBA
24	RAY SWANN/Bennetts of Barnsley	Dunstable	MBA
25	ALFRED WAIBEL/Masa Real Racing Team	Switzerland	Real
26	ERICH KLEIN/MSR Rottenegg	Austria	MBA
27	MATTI KINNUMEN	Finland	
28	ANTON STRAVER	Holland	MBA
30	JANEZ PINTAR	Yugoslavia	MBA
31	LUCIO PIETRONIRO	Belgium	MBA
32	JACQUES HUTTEAU	France	MBA
33	GIUSEPPE ASCAREGGI	Italy	MBA
34	HENK VAN KESSEL	Holland	MBA
35	ILKKA JAAKKOLA	Finland	
36	PIERRE LAGRIVE	France	
37	EZIO GIANDOLA	Italy	
38	THOMAS PEDERSON	Denmark	MBA
39	TONY SMITH	Leicester	MBA
40	BADY HASSAINE	Algeria	MBA
41	ANDRES SANCHEZ	Spain	MBA
42	PAUL BORDES	France	MBA
43	PETER SOMMER	Switzerland	MBA
44	OLIVER LIEGEOIS	Belgium	Sanvenero
45	WERNER SCHMIED	Austria	Rotax
46	CHRIS BAERT	Belgium	MBA
48	WILLEM HEYKOOP	Holland	Sanvenero
49	CHRIS LEAH/Maldon Contractors	Bolton	MBA
50	HELMUT LICHTENBERG/Motorrad Spaett Kg.	Germany	MBA
51	PER LARSEN	Denmark	MBA
52	ROBIN APPELEYARD	Keighley	MBA
53	JUSSI HAUTANIEMI	Finland	MBA
54	REINER KOSTER	Switzerland	MBA-Bakker
55			
56	ROBERT HMEJAK	Yugoslavia	MBA
57	BOY VAN ERP/De Kleyn Racing	Holland	Seel MBA
58	PETER BANKS/North East Motorcycles	Morpeth	MBA
59	ALEX BEDFORD	Burton-on-Trent	MBA
60	DAVID FABIAN	Kettering	Sanvenero
61	BILL ROBERTSON	Alnwick	Morbidelli

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

1 min. 38.65 secs. 106.81 mph 171.90 kmh
33 mins. 30.90 secs. 105.04 mph 169.04 kmh

RESULTS

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

Sunday

Race 2

Start 14.20 hrs (approx)

Marlboro British Grand Prix

WORLD CHAMPIONSHIP 250 cc RACE

24 laps

58.54 miles

94.20 kms

No.	RIDER/ENTRANT	TOWN/COUNTRY	MACHINE
1	JEAN LOUIS TOURNADRE/Sonauto Gauloises	France	Yamaha
2	RICARDO TORMO	Spain	Yamaha
3	ROLAND FREYMOND/Elf Moto Racing Team	Switzerland	Armstrong-Rotax
4	MARTIN WIMMER/Mitsui Yamaha	West Germany	Yamaha
5	CARLOS LAVADO/Venemotos Racing Team	Venezuela	Yamaha
6	DIDIER DE RADIGUES/Team Johnson Elf	Belgium	Chevalier
7	PAOLO FERRETTI	Italy	Yamaha
8	JEAN LOUIS GUIGNABODET/Team Green	France	Yamaha
9	JEFFREY SAYLE/Team Emco	Australia	Bartol
10	CHRISTIAN SARRON/Team Sonauto Gauloises	France	Yamaha
11	CHRISTIAN ESTROSI/Pernod	France	Pernod
12	JEAN FRANCOIS BALDE/Topcard Krauser	France	Chevalier
14	PATRICK FERNANDEZ	France	Bartol
15	ALFONSO PONS/Kobas Motorcycles	Spain	Kobas
16	ANGEL NIETO	Spain	Yamaha
17	ERIC SAUL	France	Yamaha
19	MANFRED HERWEH/Massa Real Racing Team	West Germany	Real
20	TONY HEAD	Coventry	Armstrong
21	THIERRY ESPIE/Chevalier Elf	France	Chevalier
22	AUGUST AUINGER/Monnet Racing	Austria	Emco-Bartol
23	IVAN PALAZZESE/Venemotos Racing Team	Venezuela	Yamaha
24	ALAN NORTH	South Africa	Yamaha
25	REINHOLD ROTH/Romer Racing Team	West Germany	Yamaha
26	THIERRY RAPICAULT/Team Sonauto Gauloises	France	Yamaha
27	GRAEME MCGREGOR/Team George Beale	Australia	Bartol
28	ALAN CARTER/Team Mitsui Yamaha	Halifax	Yamaha
29	GRAHAM YOUNG/F. J. Gallen & Co.	Louth	Waddon
30	BRUNO LUSCHER	Switzerland	Yamaha
31	HERVE GUILLEUX/Kawasaki	France	Kawasaki
32	JACQUES BOLLE/Team Go-West	France	Yamaha
33	BERNARD FAU	France	Yamaha
34	MASSIMO MATTEONI/Team Forever	Italy	Yamaha
35	HARALD ECKL	West Germany	Yamaha
36	CARLOS CARDUS/J.J. Moto Club	Spain	Rotax
37	JEAN MARC TOFFOLO	Luxemburg	Rotax
38			
39	DONNIE McLEOD/Dalmac Racing	Scotland	Yamaha
40	SIEGFRIED MINICH	Austria	Castrol-Rotax
41	RENE DELABY/Abos	Belgium	Armstrong-Rotax
42	ALAN LABROSSE	Canada	Yamaha
43	TONI GARCIA	Spain	Yamaha
44	CON LAW/Millar Racing	Ireland	Ehrlich
45	MASSIMO BROCCOLI	Italy	Yamaha
46	TERUO FUKUDA	Japan	Yamaha
47	HANS HANSEBRAATEN	Norway	HGH Yamaha
48	MAR SCHOUTEN	Holland	MBA
49	BENGT ELGH	Sweden	MBA
50	EDWIN WEIBEL	Switzerland	Hostettler-Yamaha
51	STEVE WILLIAMS	Llantwit Major	Fowler Yamaha
52	MANFRED OBINGER	Austria	Yamaha
53	TADASU IKEDA	Japan	Yamaha
54	PETER LOOYESTEIN	Holland	Waddon-Rotax
55	EILERT LUNDSTEDT	Sweden	Yamaha
56	HERBERT BESENDORFER	Germany	Yamaha
57	SVEND ANDERSSON	Denmark	Yamaha
58	MICHEL MATTIOLI	France	Yamaha
59	LUIS MIGUEL REYES	Spain	Rotax
60	ANDY WATTS/Decorite	Kings Lynn	EMC
61	CHRIS OLDFIELD/Randle Racing	Australia	Armstrong
62	PAUL TINKER/Mitsui Yamaha	Grimsby	Yamaha

Lap Record: Anton Mang (Kawasaki)

Race Record: Anton Mang (Kawasaki)

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

RESULTS

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

Sunday

Race 3

Start 15.30 hrs (approx)

Marlboro British Grand Prix

WORLD CHAMPIONSHIP 500 cc RACE

28 laps

81.96 miles

131.88 kms

No.	RIDER/ENTRANT	TOWN/COUNTRY	MACHINE
1	FRANCO UNCINI/Team HB Suzuki	Italy	Suzuki
3	FREDDIE SPENCER/Honda Racing Company	USA	Honda
4	KENNY ROBERTS/Yamaha Marlboro	USA	Yamaha
5	MARCO LUCCHINELLI/Honda Racing Company	Italy	Honda
6	RANDY MAMOLA/Team HB Suzuki	USA	Suzuki
7	BARRY SHEENE/Heron Team Suzuki	Surrey	Suzuki
8	TAKAZUMI KATAYAMA/Honda Racing Company	Japan	Honda
9	RON HASLAM/Honda Racing Company	Langley Mill	Honda
10	MARC FONTAN/Team Sonauto Gauloises	France	Yamaha
11	VIRGINIO FERRARI/Cagiva Motor Italia	Italy	Cagiva
12	BOET VAN DULMEN/Shell Nederland	Holland	Nimag Suzuki
13	CHRIS GUY	Kingsbridge	Suzuki
14	LORIS REGGIANI/Team H.B. Suzuki	Italy	Suzuki
15	SERGIO PELLANDINI/Marlboro-Tissot	Switzerland	Suzuki
16	ANTON MANG/Team H.B. Suzuki	West Germany	Suzuki
17	GUSTAV REINER/Krauter-Vertrieb Racing	West Germany	Suzuki
18	DIDIER DE RADIGUES/Team Johnson Elf	Belgium	Honda
19	WOLFGANG VON MURALT	Switzerland	Suzuki
20	JOHN EKEROLD	South Africa	Suzuki
22	JACK MIDDELBURG/Stichting Ned.	Holland	Honda
23	FABIO BILLIOTTI	Italy	Suzuki
24	DAVE DEAN/Rogersons of Wigan	Wigan	Suzuki
25	ROB McELNEA/Heron Team Suzuki	Brigg	Suzuki
26	STEVE PARRISH/Mitsui Yamaha	Royston	Yamaha
27	EDDIE LAWSON/Yamaha Marlboro	USA	Yamaha
28	GIOVANNI PELLETTIER/Hirt Giapauto	Italy	Honda
29	KEITH HUEWEN/Heron Team Suzuki	Wollaston	Suzuki
30	ANDREAS HOFMANN	Switzerland	Suzuki
31	PAUL LEWIS	Australia	Suzuki
32	ROB PUNT	Holland	Suzuki
33	PHILIPPE COULON/Marlboro	Switzerland	Suzuki
34	MARCO GRECCO	Brazil	Suzuki
35	EERO HYVARINEN	Finland	Suzuki
36	FRANCK GROSS	France	Honda
37	STU AVANT/BP Oil (UK)	Reading	Suzuki
38	DIMITRIS PAPANDREOU	Greece	Yamaha
39	LEANDRO BECHERONI	Italy	Suzuki
40	BENT SLYDAL	Norway	Suzuki
41	PETER SJOSTROM/Jeb's Helmet Sweden	Sweden	ISR/Suzuki
42	NORMAN BROWN/Hector Neill Racing	Ireland	Suzuki
43	DENNIS IRELAND/Padgetts of Batley	Atherstone	Suzuki
44	ALFONS AMERSCHLAGER	West Germany	Suzuki
45	GARY LINGHAM/Myers Motorcycles	London	Suzuki
46	PETER HUBER/Wiseco Piston of Europe	Switzerland	Suzuki
47	ROGER MARSHALL/Honda Britain Racing	Wragby	Honda
48	CON LAW/Millar Racing	Ireland	Suzuki
49	LARS JOHANSSON	Sweden	Suzuki
50	CORRADO TUZII/Beton Bloc Racing	Italy	Honda
51	WAYNE GARDNER/Honda Britain Racing	Australia	Honda
52	MAURIZIO MASSIMIANI/Honda Italia	Italy	Honda
53	MARCO PAPA	Italy	Suzuki
54	MARK SALLE/Royal Cars	Barking	Suzuki
55	STEVE WILLIAMS/D.T.R. Fowler Yamaha	Llantwit Major	Fowler Yamaha
56	ALAN IRWIN/D. McManus	Ireland	Suzuki
57	JOHN PACE	Australia	Suzuki
58	SIMON BUCKMASTER/Brian Anderson Plant Hire	Bell Bar	Suzuki
59	STEVE HENSHAW/Harold Coppock	Jacksdale	Suzuki
60	GRAHAM WOOD/D.T.R. Fowler Yamaha	Scunthorpe	Fowler Yamaha
61	PHILIPPE ROBINET	France	Suzuki

Lap Record: Barry Sheene (Suzuki)

Race Record: Franco Uncini (Suzuki)

1 min. 29.98 secs. 117.10 mph 118.44 kmh
42 mins. 49.64 secs. 114.82 mph 184.78 kmh

RESULTS

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

Sunday

Race 4

Start 16.40 hrs (approx)

DAILY EXPRESS BRITISH GRAND PRIX **for SIDECARS** **WORLD CHAMPIONSHIP RACE**

20 laps

58.54 miles

94.20 kms

No.	RIDER/PASSENGER	TOWN/COUNTRY	MACHINE
1	WERNER SCHWARZEL/ANDREAS HUBER Krauser-Kfz-Zubehor	West Germany	Seymaz-Yamaha
2	ROLF BILAND/KURT WALTISPERG	Switzerland	LCR-Krauser
3	ALAIN MICHEL/CLAUDE MONCHAUD	France	Krauser-Antar-LCR
4	EGBERT STREUER/BERNARD SCHNIEDERS Barclay-Caraco	Holland	LCR-Yamaha
5	DEREK JONES/BRIAN AYRES Gunther Reuschling	West Germany	Seel LCR
6	PATRICK THOMAS/PAUL GERARD	France	Seymaz-Yamaha
7	MASATO KUMANO/KUNIO TAKASHIMA	Japan/West Germany	Toshiba-Yamaha
8	ROLF STEINHAUSEN/HERMANN HAHN FKN-Nava Racing	West Germany	BSHW
9	TREVOR IRESON/ASHLEY WOOLER Joe Henderson	Swindon	Ireson Yamaha
11	STEVE ABBOTT/SHAUN SMITH Ham Yam Racing	Riddings	Ham-Yam
12	DENNIS BINGHAM/JULIA BINGHAM Padgetts of Batley	Tuxford	Padgett Yamaha
14	MICK BODDICE/CHAS BIRKS	Kidderminster	TCS Suzuki
15	MICK BARTON/SIMON BIRCHALL	London	Keen Yamaha
16	FRANK WRATHALL/PHIL SPENDLOVE Playfair Motors	Preston	Seymaz Yamaha
17	HERMANN HUBER/WOLFGANG MOCKEL Sinziger Mineralbrunnen	West Germany	Yamaha
18	SIEGFRIED BERGER/PETER BERGER	West Germany	LCR
19	WOLFGANG STROPEK/HANS PETER DEMLING	Austria	LCR Yamaha
21	AMADEO ZINI/CARLO SONAGLIA	Italy	LCR Yamaha
22	JOS MODDER/ERIK DE GROOT	Holland	Seymaz Yamaha
24	ALFRED ZURBRUGG/MARTIN ZURBRUGG	Switzerland	LCR Yamaha
25	THEO VAN KEMPEN/GERAL DE HAAS	Holland	Yamaha 3R
26	HANS HUGLI/PIERRE GONIN	Switzerland	Yamaha Busch
27	EGON SCHONS/ECKART ROSINGER Sinziger Mineralbrunnen	West Germany	LCR Yamaha
28	HEIN VAN DRIE/WILLIAM VAN DIS	Holland	LCR
29			Suzuki
30	BRUCE FORD-DUNN/AL PIRIE	Steyning	LCR Yamaha P17
31	GRAHAM GLEESON/CHRIS GEORGE	New Zealand	LCR Yamaha
32	H. RUDOLF CHRISTINAT/KURT ROTHENBUHLER	Switzerland	LCR P16 Yamaha
33	DEREK BAYLEY/BOB BRYSON David Brown Motorcycles	Hythe	Seel LCR
34	MARKUS EGLOFF/URS EGLOFF	Switzerland	DTR Fowler Yamaha
35	AXEL VON BERG/WERNER KRAAK	West Germany	LCR Yamaha
36	KEITH COUSINS/PHIL KOOKHAM	Northampton	LCR Yamaha
37	PASCAL FAIVRE/ROGER GLOOR	Switzerland	Sabre Yamaha
38	PIET HUYBERS/MARTIN KLOOSTER	Holland	JCM Yamaha
39	BARRY BRINDLEY/CHRIS JONES Retford Motor Club	Bawtry	Yamaha
40	JEAN CLAUDE MARTINEAU/JACQUES CORBIER	France	Kova Yamaha
41	CLIVE STIRRAT/GRAHAM ROSE RNJ Racing	Worthing	Windle Suzuki
42	MARTIN KOUIJ/RAIMOND V.D. GROEP	Holland	Eigenbav
43	LUTZ HERDRAM/ULI GRUTZNER	West Germany	Fowler Yamaha
44	KRAUS WERNER/KURT HOCK AKB Reuschling Finanz	West Germany	Windle Yamaha
45	STEVE WEBSTER/TONY HEWITT D.T.R. Fowler Yamaha	York	STR
46	JOHN BARKER/STEVE CHINA	Essex	Seymaz Yamaha
47	ANTONIO GOMEZ	France	Yamaha
48	RENE PROGIN/MADELEINE SANSONNENS	Switzerland	
49	DEREK BLACKBOURN/RICHARD DUMBLE	Leicester	

Lap Record: Rolf Biland/Kurt Waltisperg (LCR)
Race Record: Rolf Biland/Kurt Waltisperg (LCR)

1 min. 34.13 secs. 111.94 mph 180.15 kmh
31 mins. 54.10 secs. 110.10 mph 177.19 kmh

RESULTS

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

[illegible]

31st to 36th and above 700 S.Frs.

Sunday

Race 5

Start 17.40 hrs (approx)

SHELL OILS TT FORMULA 1 RACE

15 laps

43.91 miles

70.65 kms

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

No.	RIDER/ENTRANT	TOWN/COUNTRY	MACHINE
2	GEOFF JOHNSON	Richmond	Suzuki
3	JOE DUNLOP/Downtown Radio	N. Ireland	Honda
4	MARK SALLE/Colin Aldridge	Barking	Kawasaki
5	TREVOR NATION	Tidworth	Suzuki
6	KEVIN WRETTON/Pip Services	Holland	Harris Kawasaki
7	ANDY McGLADDERY	Darlington	P&M Kawasaki
8	WAYNE GARDNER/Honda Britain	Australia	Honda
9	BERNIE TOLEMAN/Moto of Catford	Hardwicke	Suzuki
10	MICK GRANT/Heron Team Suzuki	Lepton	Suzuki
11	ROGER MARSHALL/Honda Britain	Wragby	Honda
12	HARTLEY KERNER	London	Martin Honda
14	MALCOLM LUCAS	Birmingham	Suzuki
15	MICK HUNT/Aldridge Racing	Leicester	Kawasaki
16	DAVE KERBY	Coventry	Kerby Kawasaki
18	ROB CLAUDE	Bromsgrove	Honda
19	ROB McELNEA/Heron Team Suzuki	Brigg	Suzuki
20	HOWARD LEES/Bike Magazine	London	Honda
21	MICK JEFFREYS	Hayes	Kawasaki
22	SIMON BUCKMASTER/Darvill Construction	Bell Bar	Honda
23	STEVE CARBUTT/Westcroft Ltd.	Castleford Kawasaki	Honda
24	JIM WELLS	Rainham	Kawasaki
25	ASA MOYCE	London	Kawasaki
26	PETER TAYLOR	London	Kawasaki
27	JOHN STEPHENS	Ledbury	Honda
28	DAVE WHITTAL-WILLIAMS	Callow End	Suzuki
29	NORMAN WHITE	Andover	Honda
30	MARTIN BULLE	Ingatestone	Honda
31	ALF MOSSEL	Harlow	Harris
31	RAY KNIGHT/Team Motorcycle Sport	Lingfield	Honda
33	RON ROEBURY/Bill Smith Motors	Stoulton	Honda
34	MICK DOWNES	Enfield	Kawasaki
35	MICK JONES/REX MARDELL	Wimbush	Kawasaki
36	PHIL LOVETT	Kent	Manzano Kawasaki
37	PAUL BARRETT	London	Kawasaki
38	NAT WOOD	Norwich	Quest Suzuki
39	KEN BLAKE	Hoo	Suzuki
40	ROY JEFFREYS	High Wycombe	Kawasaki
41	JOHN RAYBOULD	Brierley Hill	Honda
42	ALAN BATSON/Taurus Engineering	Stone	Honda
43	COLIN BEVAN/GP Motorcycles	Merthyr Tydfil	Suzuki
44	MICK HEMMINGS	Northampton	Hemmings Suzuki
45	BERNARD FROST/P.W. Parkinson & Son	Colchester	P. Kawasaki
46	ALAN JACKSON	Preston	Yoshimura Suzuki
47	JEFF JONES	Maesteg	Suzuki
48	COLIN MARSHALL	Caister	Honda
49	TONY MATTHEWS/Nick Pepper Racing	Lowestoft	Suzuki
50	CHRISTOPHER PALMER	Bicester	Hejira-Ducati
51	MICK POXON/Robinsons of Derby	Derby	Robinson Suzuki
52	MARTIN RUSSELL	Sutton Coldfield	Rustler Suzuki
53	FRANK RUTTER	Wirral	Honda
54	ROBIN SPRING/Peter Darvill	Wendover	Darvill Honda
55	RON STOREY/B.W. Agencies/Wheelies & Co.	Linford	Dunstal Altab F1
56	ANDY KEY/Peter Jerred M/Cycles	Hilton	Honda
57	STEVEN CHAPPELL	Isleworth	Kawasaki
58	DARRYL PENDLEBURY	Coventry	Pentrax Kawasaki
59	TONY RUTTER/Sports Racing	Brierley Hill	750 Ducati
60	GARY LINGHAM/Aldridge Racing	London	Kawasaki
61	SAM McCLEMENTS	Ireland	Suzuki

Lap Record: Roger Marshall (Suzuki)

Race Record: Roger Marshall (Suzuki)

1 min. 32.29 secs. 114.18 mph 183.75 kmh
23 mins. 19.78 secs. 112.92 mph 181.72 kmh

RESULTS

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

CURRENT CHAMPIONSHIP POSITIONS

WORLD CHAMPIONSHIPS

500cc

Freddy Spencer	105	Marc Fontan	45
Kenny Roberts	100	Marco Lucchinelli	35
Randy Mamola	69	Franco Uncini	31
Takazumi Katayama	62	Ron Haslam	23
Eddie Lawson	54	Raymond Roche	15

250cc

Carlos Lavado	82	Manfred Herweh	40
Didier De Radigues	63	Martin Wimmer	35
Herve Guilleux	51	Jacques Cornu	32
Christian Sarron	48	Jean Francois Balde	32
Thierry Espie	43	Patrick Fernancez	26

125cc

Angel Nieto	87	Johnny Wickstrom	34
Eugenio Lazzarini	67	Pier Paolo Bianchi	30
Bruno Kneubuhler	49	Fausto Gresini	20
Ricardo Tormo	46	Stefano Caracchi	19
Maurizio Vitali	41	Alfred Waibel	17

Sidecars

Rolf Biland/Kurt Waltisperg	60	Trevor Ireson/Donnie Williams	20
Werner Schwarzel/Andreas Huber	42	Theo Van Kempen/Gerald de Haas	16
Egbert Streuer/Bernard Schneiders	37	Frank Wrathall/Phil Spendlove	14
Alain Michel/Claude Monchaud	27	Alfred Zurbrugg/Martin Zurbrugg	13
Masato Kumano/Kunio Takashimo	26	Mick Barton/Simon Birchall	13

TT Formula 1 (prior to the round at Snetterton on July 24th)

Wayne Gardner	77	Joe Dunlop	30
Roger Marshall	52	Jim Wells	27
Rob McElnea	50	Mark Salle	23
Mick Grant	49	Asa Moyce	13
Trevor Nation	41	Geoff Johnson	9

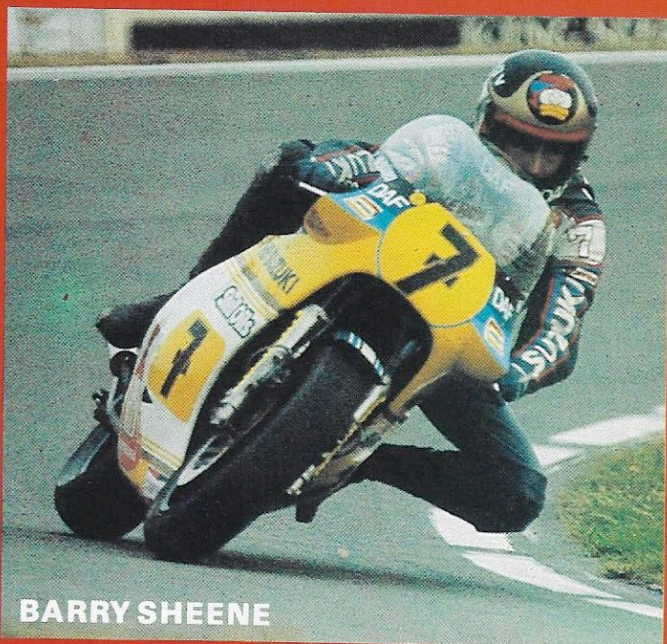
INTERNATIONAL FLAG SIGNALS

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.

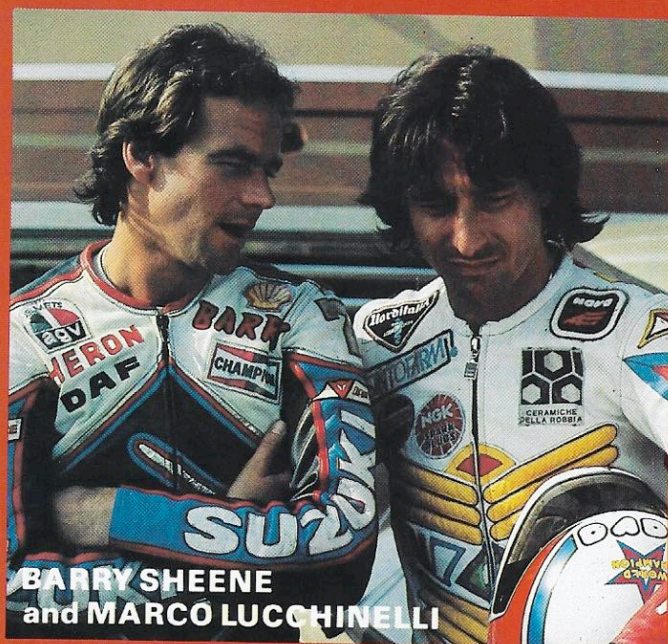
SILVERSTONE LAP SPEED TABLE

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

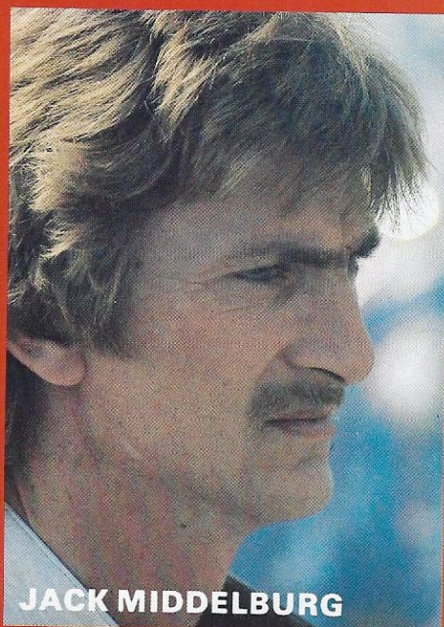
TIME			SPEED			TIME			SPEED			TIME			SPEED		
m.s.	m.p.h.	k.m.h.	m.s.	m.p.h.	k.m.h.	m.s.	m.p.h.	k.m.h.	m.s.	m.p.h.	k.m.h.	m.s.	m.p.h.	k.m.h.	m.s.	m.p.h.	k.m.h.
1-24-0	125-44	201-88	1-31-4	115-29	185-54	1-38-8	106-65	171-64	1-40-0	105-37	169-58	1-41-0	104-33	167-90	1-42-0	103-31	166-25
1-24-1	125-29	201-64	1-31-5	115-16	185-34	1-38-9	106-54	171-47	1-40-1	105-27	169-41	1-41-1	104-32	167-73	1-42-1	103-21	166-09
1-24-2	125-14	201-40	1-31-6	115-03	185-14	1-39-0	106-44	171-29	1-40-2	105-16	169-24	1-41-2	104-12	167-57	1-42-2	103-11	165-93
1-24-3	125-00	201-16	1-31-7	114-90	184-93	1-39-1	106-33	171-12	1-40-3	105-06	169-17	1-41-3	104-02	167-40	1-42-3	103-00	165-77
1-24-4	124-85	200-92	1-31-8	114-78	184-73	1-39-2	106-22	170-95	1-40-4	104-95	168-90	1-41-4	103-92	167-24	1-42-4	102-90	165-61
1-24-5	124-70	200-69	1-31-9	114-66	184-53	1-39-3	106-12	170-73	1-40-5	104-85	168-74	1-41-5	103-82	167-07	1-42-5	102-80	165-44
1-24-6	124-55	200-45	1-32-0	114-54	184-33	1-39-4	106-01	170-50	1-40-6	104-74	168-57	1-41-6	103-71	166-91	1-42-6	102-70	165-28
1-24-7	124-41	200-21	1-32-1	114-42	184-13	1-39-5	105-90	170-43	1-40-7	104-64	168-40	1-41-7	103-60	166-12	1-42-7	102-60	165-12
1-24-8	124-26	199-88	1-32-2	114-29	183-93	1-39-6	105-80	170-26	1-40-8	104-54	168-23	1-41-8	103-51	166-58	1-42-8	102-50	164-90
1-24-9	124-11	199-74	1-32-3	114-16	183-73	1-39-7	105-69	170-09	1-40-9	104-43	168-07	1-41-9	103-41	166-41	1-42-9	102-40	164-86
1-25-0	123-97	199-51	1-32-4	114-04	183-53	1-39-8	105-58	169-92	1-41-0	104-33	167-90	1-42-0	103-31	166-25	1-43-0	102-30	164-64
1-25-1	123-82	199-27	1-32-5	113-92	183-33	1-39-9	105-48	169-75	1-41-1	104-32	167-73	1-42-1	103-21	166-09	1-43-1	102-20	164-48
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1-25-3	123-53	198-80	1-32-7	113-67	182-93	1-40-1	105-27	169-41	1-41-3	104-02	167-40	1-42-3	103-00	165-77	1-43-3	102-01	164-16
1-25-4	123-39	198-57	1-32-8	113-55	182-74	1-40-2	105-16	169-24	1-41-4	103-92	167-24	1-42-4	102-90	165-61	1-43-4	101-91	164-00
1-25-5	123-24	198-34	1-32-9	113-43	182-54	1-40-3	105-06	169-17	1-41-5	103-82	167-07	1-42-5	102-80	165-44	1-43-5	101-81	163-85
1-25-6	123-10	198-11	1-33-0	113-30	182-34	1-40-4	104-95	168-90	1-41-6	103-71	166-91	1-42-6	102-70	165-28	1-43-6	101-71	163-69
1-25-7	122-95	197-88	1-33-1	113-18	182-15	1-40-5	104-85	168-74	1-41-7	103-60	166-12	1-42-7	102-60	165-12	1-43-7	101-61	163-53
1-25-8	122-81	197-64	1-33-2	113-06	181-95	1-40-6	104-74	168-57	1-41-8	103-51	166-58	1-42-8	102-50	164-90	1-43-8	101-51	163-37
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BARRY SHEENE



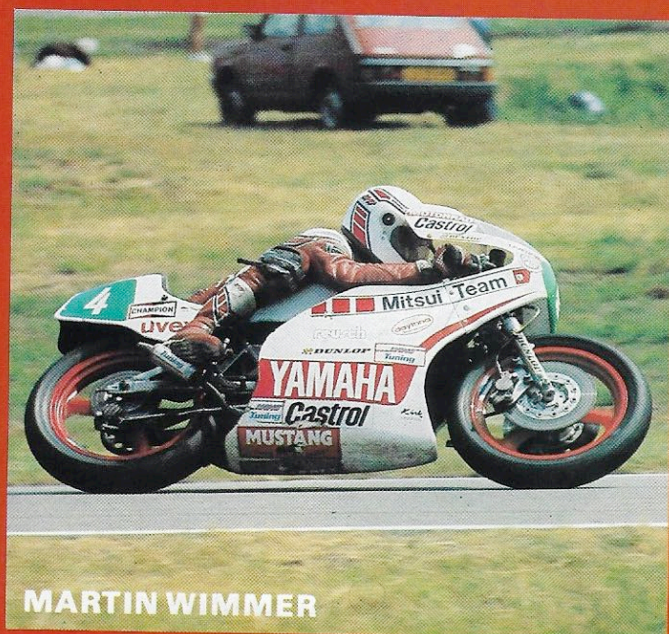
**BARRY SHEENE
and MARCO LUCCHINELLI**



JACK MIDDELBURG



KEITH HUEWEN



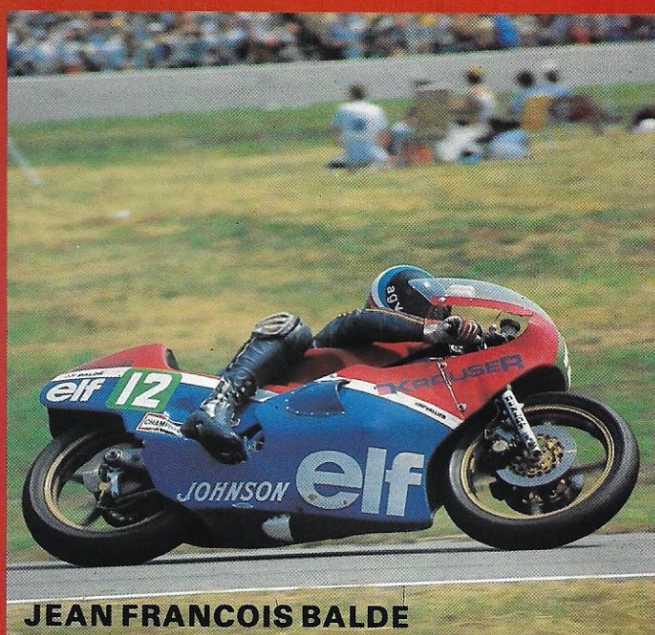
MARTIN WIMMER



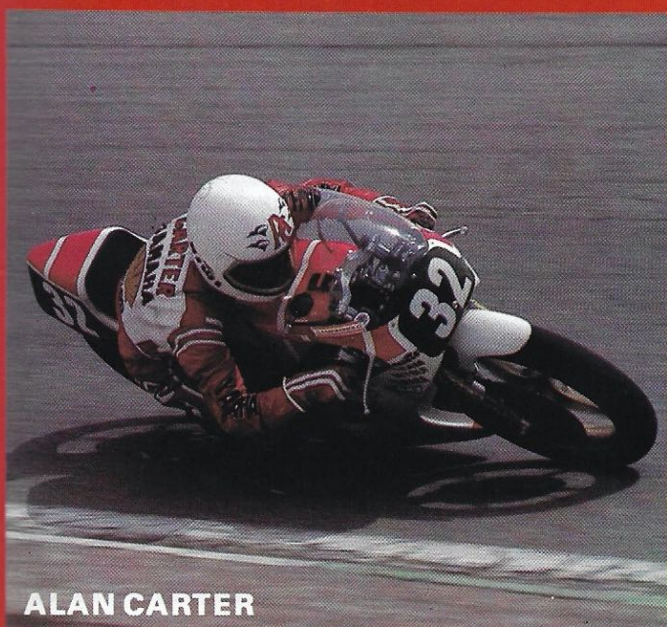
CARLOS LAVADO



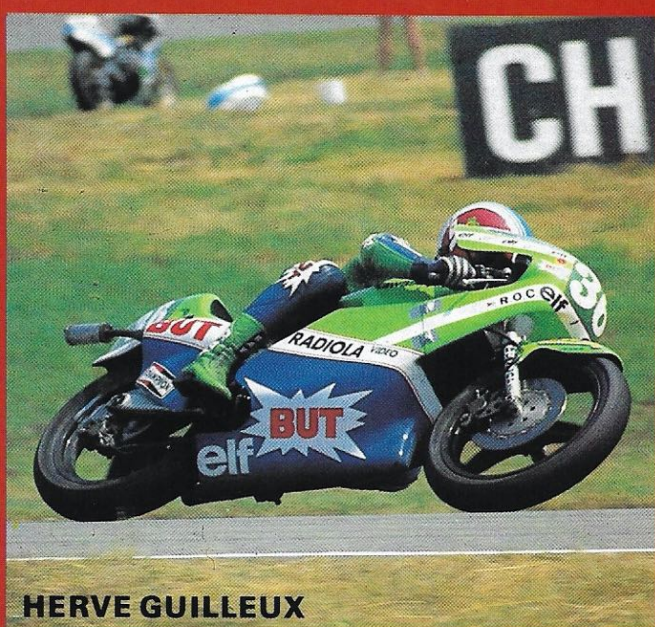
DIDIER DE RADIGUES



JEAN FRANCOIS BALDE



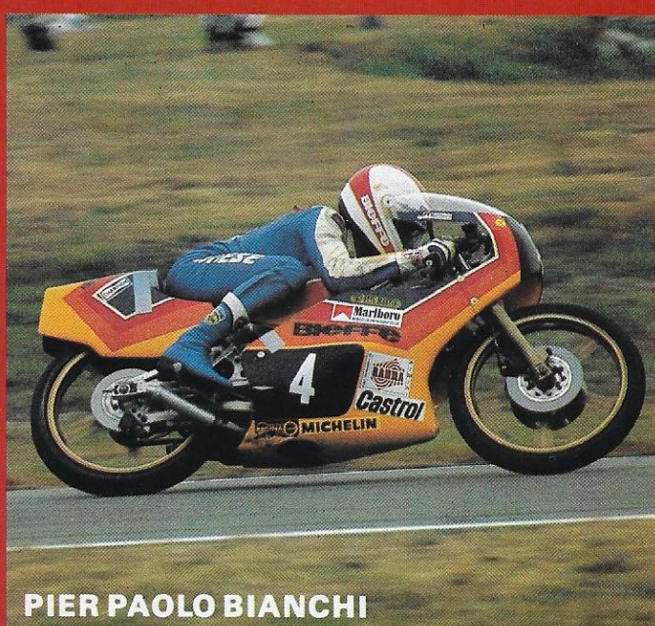
ALAN CARTER



HERVE GUILLEUX



EUGENIO LAZZARINI



PIER PAOLO BIANCHI

Enders who was also involved with the team when Mike switched to two stroke power for his sidecars.

"Until 1979 I ran Fath engines then I switched to Yamahas," said Mike who still uses power units from the same Japanese factory.

"We were talking about switching to Honda two stroke engines this year and even ran one on the test bench," said Mike.

"But in the end we decided to stay with Yamaha and do some modifications. We make our own special crankshafts and cylinders, fit a much better ignition system than the standard one and I have also made one special block."

Very obviously happier at a race track with his team than sitting behind the desk at his factory, Mike does become closely involved with his riders although there is no suggestion of stopping outside sponsorship or riding to team orders.

There certainly is no demand either that a championship must be won at all costs when he writes out another big cheque.

"Of course I feel I have helped a driver or rider achieve a goal if he wins but my own reward for being able to help is that I am involved with young people in a sport that helps to keep me young and active," said Krauser.

The West German rates four times world champion Biland as the best sidecar driver he has ever seen.

"There has never, never been a driver like him," declared Mike. "The reason he wins is not my machine but in the main his own ability to race a sidecar outfit."

Like Biland, who is passengered by Kurt Waltisperg, Frenchman Michel and his partner Claud Monchaud are both using 1982 LCR chassis and these Krauser is confident give them an advantage over Schwarzel who has settled for a 1983 Seymaz unit.

"Yes I think Werner is a little handicapped," he said. "The LCR is better now in design than the Seymaz. Even the latest chassis that Schwarzel has got is not so good when it comes to handling as the older LCRs."

Always in the background but always delighted when one of his drivers makes the number one, Krauser has done a lot to improve the image of sidecar racing over the last five years or so.

"I like things to be professional and I am delighted to see how much smarter and better prepared sidecar outfits are these days."

The longest serving of the current trio of drivers is Schwarzel who has been with Krauser for almost six years. Passengered by Andreas Huber he was for so long in the shadow of other riders like Rolf Steinhausen and it seemed that the championship was to elude him for ever.

Then last year, although he never won a round, Schwarzel was rewarded for his consistency.

He collected four second places, one of these at Silverstone, two thirds a fourth and two sixth places to score in every round and head Biland by 3.5 points at the end of the year.



Steve Abbott/Shawn Smith, one of the leading British pairings.

"I shall always remember that final round at Hockenheim" recalls Schwarzel. "I just had to finish because I knew Biland was out to pip me at the post. In fact he almost did, because he won the race and I went as slow as I dared to take sixth place and get five points."

Biland who always goes for victory, failed to score in three rounds because of mechanical trouble.

In the other six he was the winner, including the ill-fated Finnish GP that was stopped in torrential rain after Jock Taylor's fatal crash. Because the race was not over the full distance, half the normal points were awarded, hence the half a point in the difference between Schwarzel and Biland at the end of the season.

Biland, favourite to win this year's Silverstone round, is taking the threat of a Streuer challenge very seriously.

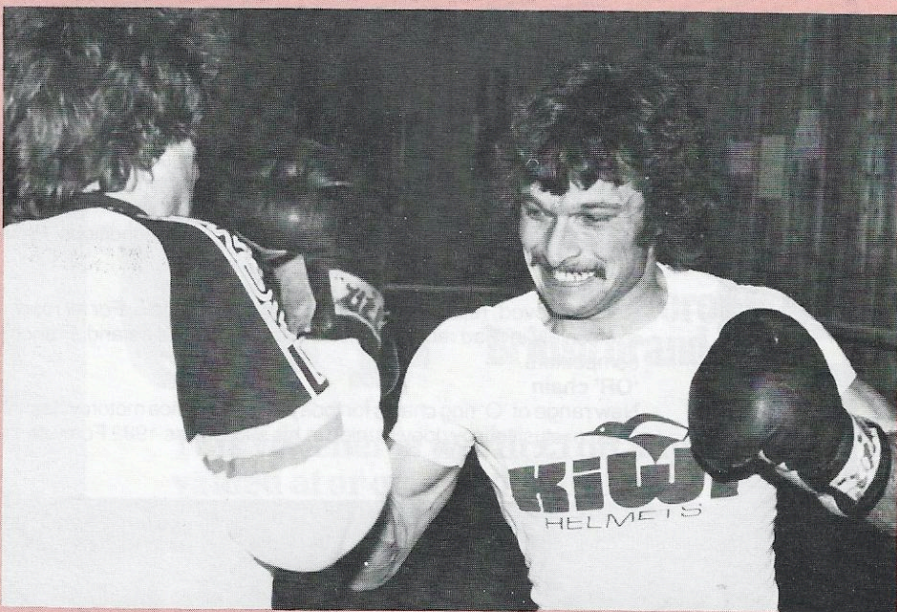
"The reason I went so fast and didn't make a race of it at the Belgian GP a few weeks ago was because I was testing an

experimental set of Avon tyres that have been prepared especially for Silverstone," he said.

"They did start to go off a little towards the end of the race but the Avon technician is now confident that he will come up with the correct compound for the fast British circuit.

"Just the same if Streuer goes well he could beat me at Silverstone," continued Biland. "After Belgium I spent two weeks testing with special cylinders that will allow the high revving needed. If Egbert gets his engine going quickly as well for sure he will give me a hard time. I hope the challenge comes off, it is more interesting for me and certainly better for the spectators to watch," he said.

Rolf does feel that Schwarzel's chances of retaining the title for a second year are remote. "Not because he is not a good rider but because there has been no time for him to get the new Seymaz set up properly," he explained.



Rolf Biland squares up to the opposition.

For many years formula two car racing has brought as much satisfaction to Rolf as the sidecars.

The Sunday before the Marlboro British motorcycle grand prix he was contesting the F2 championship round at Misano in Italy.

"If I had enough money I would race F2 cars far more and just have the occasional sidecar outing," he said. "Anyway I think I am good enough for world championship sidecar racing for two or three more years and during this time I hope to complete a project with Mike Krauser to build a version of my outfit for use on the normal roads. Although basically the same it would of course have to be quite a bit higher. Anyway it should revive some interest in road going sidecars."

Third member of the team Michel — "we are still doing some work on him," says Krauser — won the British GP in 1978 and 1979.

"In fact in 1979 we stopped at the pits to change tyres and then went back and won," recalls Michel. "It is the only time I have stopped and then won."

Despite his success at Silverstone Michel does not think the circuit suits him. "I would like a little better engine because speed is the big thing at Silverstone" he added.

This year has been frustrating for Alain. Only a second place in the West German GP at Hockenheim has lifted the gloom of failure. "In France we had a petrol problem and the engine seized, in Holland it was the clutch and in Belgium a mechanical problem," he added.

Michel joined the Krauser team two years ago just when retirement through lack of finance seemed certain.

"I think people like Krauser are good for racing and I was delighted when he offered me help," said Alain.

"We work like a team but there is nothing to stop the individual driver or rider getting outside help. For example you can organise your own frame, you don't have to have what Krauser says. It is a good family atmosphere with no pressures and no orders, it's up to the individual to do his best. Mike keeps well in the background although he does understand what is going on and at the right moment will be there to help if he possibly can."

Last year there were six British outfits in the first ten home at Silverstone and the best placed of these was Steve Abbott with passenger Shaun Smith.

"A third place like last year is just what I need to boost the old morale a bit," declared Abbott from Derbyshire. "This year has been a bit of a disaster all round. Of course the crash in the opening French GP mucked up the whole job because it split up the team. Shaun was injured and in fact I'm hoping that his comeback will be at Silverstone. If not Vince Biggs is standing by to help out once again."

Steve was hoping that his luck would change in the Belgian GP but after an encouraging practice at Francorchamps the chain of his outfit broke in the race while he was in tenth place.

So that leaves him with just one point

for his GP efforts which was claimed in the West German GP.

"We have even been having trouble with the big engine at home meetings, so altogether not a good season so far," said Abbott.

Abbott intends to try both his conventional outfit and his LCR "worm" during practice for the Daily Express backed British sidecar GP, but even before practice started he was favouring the conventional plot.

"It should suit Silverstone better," he explained. "There are plenty of right hand bends and no flat out left ones so a good passenger is what is really needed for the fast right handers. Not having a power valve engine won't matter much either because the engine is at top revs all the time. I honestly think the LCR could be a disadvantage but I'll give it a try anyway."

European champion Mick Barton fourth at Silverstone last year started this session well with second place in the French but since then the only addition to the score was one point he and passenger Simon Birchall acquired for tenth in the Belgian GP.

Fifth last year Gordon Nottingham has not contested the world Championships this year while sixth home last August Dennis and Julia Bingham have been plagued with engine problems. Having switched from the new engine to a 1981 unit they are hoping for better things with their "worm" outfit.

Derek Bayley and Mick Boddice eighth and ninth last year have so far failed to score at world level this year.

The main problems for Boddice who failed to qualify for the Belgian is that he is going through teething problems with the

Suzuki engine he has switched to from the Yamaha he raced earlier in the season.

Winner of Silverstone in 1980, Derek Jones, the Londoner who now races under a West German licence, and passenger Brain Ayres were third in the West German GP this year but since then have been plagued with machine trouble. In Belgian practice they split the Krauser contingent but failed when a jubilee clip holding on a water hose broke in the race.

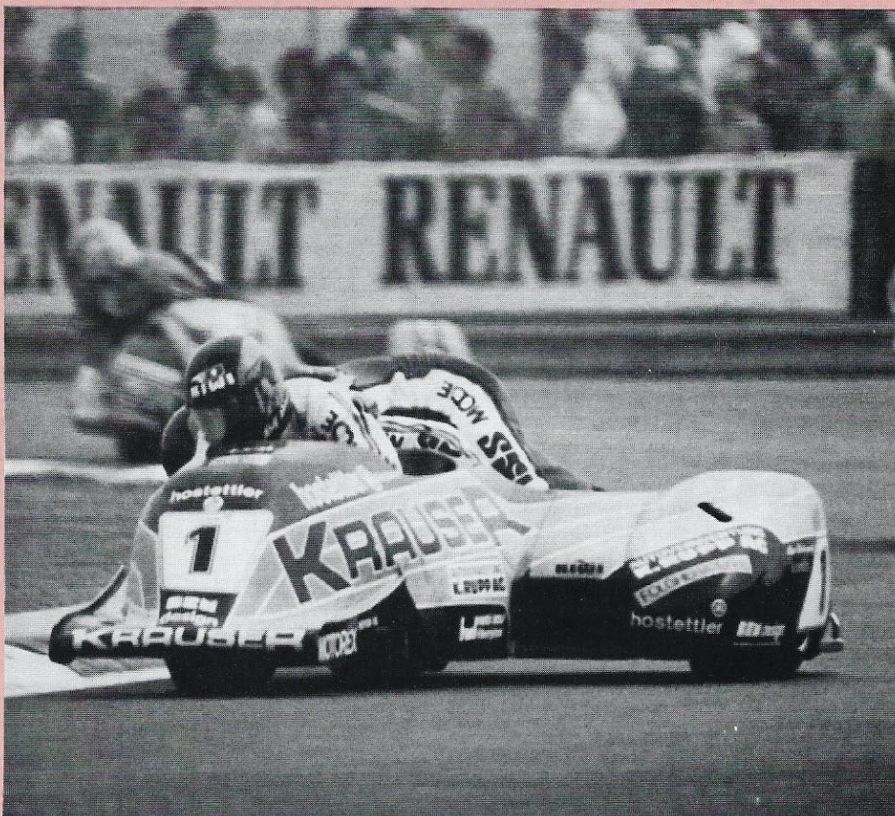
Best placed British driver in this year's world championship is Trevor Ireson who was fourth in West Germany and Holland and sixth in Belgium on his standard outfit that features a Joe Henderson Yamaha engine.

Going consistently well Ireson and passenger Don Williams who took over after the TT when new boy for the season Ashley Wooller decided to quit following a Mountain circuit "fright", should do well at Silverstone. So too should Frank Wrathall and Phil Spendlove who have claimed fourth and fifth places in the grands prix this season.

Japanese rider Masato Kumano tenth last year in the British, has scored in four rounds this year, his best place being third in the Dutch TT. Providing he keeps going he is set to produce his best Silverstone performance so far.

But the driver with a strong chance to make it two in a row is Streuer.

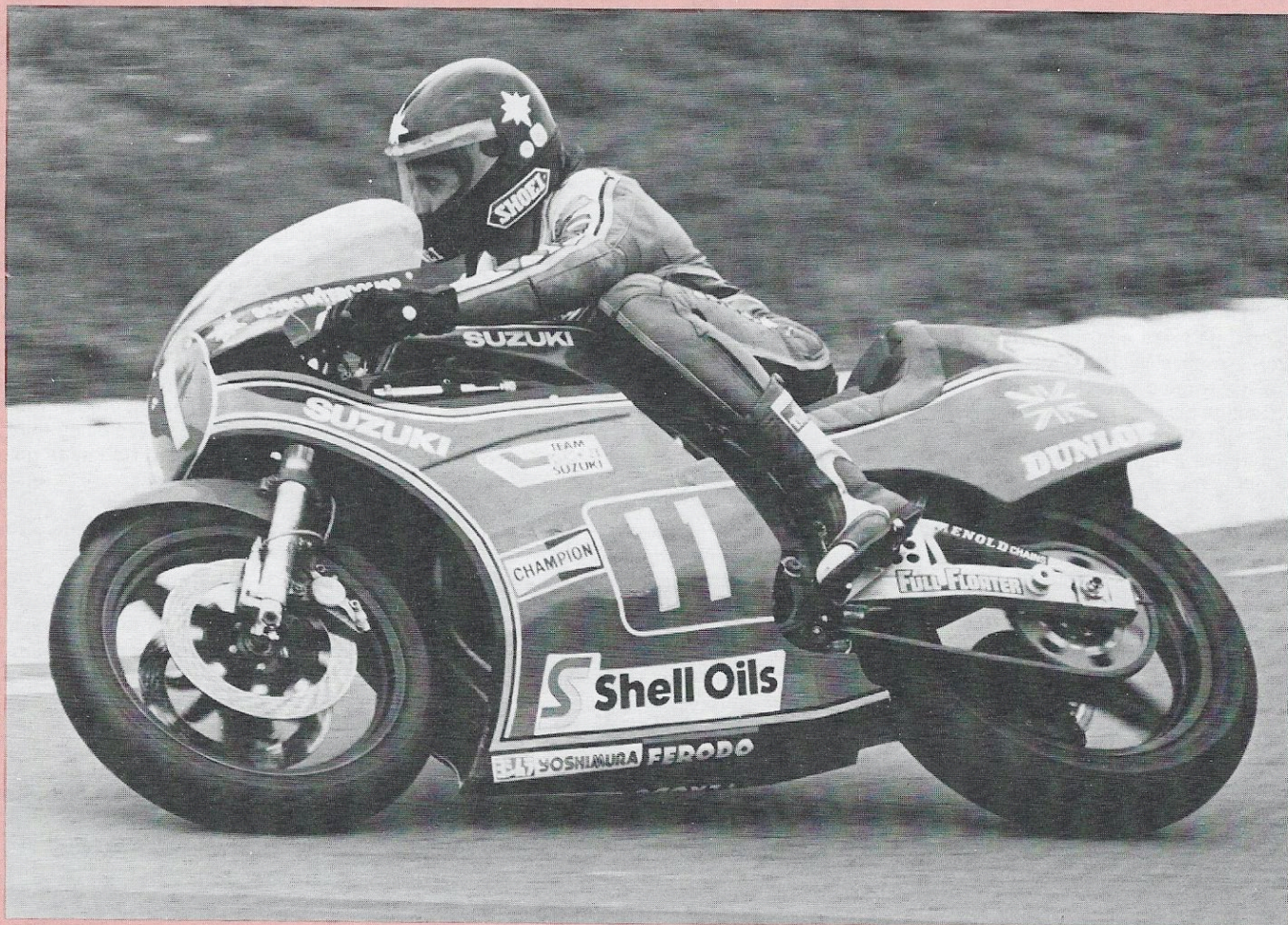
Last year's Silverstone made the 29-year-old one time a soldier from Assen, the first Dutchman ever to win a sidecar GP. Currently third in the world championship he and passenger Brnie Schneiders could be in second place after the British GP.



Rolf Biland — undisputed number one sidecar component.

The Shell Oils TT Formula One Race

by Nick Harris, Sports Editor of Motor Cycle Weekly



Roger Marshall, last year's race winner and champion has changed to Honda this year.

Australian Honda star Wayne Gardner and Suzuki mounted TT winner Rob McElnea clash in the Shell Oils TT Formula One race knowing that an impressive performance could open the door on a works ride in the world 500cc championship next season.

Both riders, who are desperate to go grand prix racing for their respective factories next season, only have to look at the success of two previous winners of the race Graeme Crosby and Ron Haslam to realise just how victory at Silverstone today can lead to even bigger things.

However don't run away with the idea that's the only reason they will be flat out from the word go this afternoon because championship points are at stake for the title the two major Japanese factories value so highly.

Unfortunately the programme had to be printed before last week's championship round at Snetterton but it's a certain bet that the race will turn out between a battle of the Honda and Suzuki teams at the

front with a superb supporting cast of privateers.

Twenty three year old Gardner led the championship up till last Sunday riding the 856cc V-four works Honda that gives away almost 150cc to the works Suzukis of McElnea and veteran Mick Grant, who celebrated his 39th birthday at Donington at the beginning of this month be setting a new lap record for the circuit.

Despite this power disadvantage both Gardner and his Honda team-mate Roger Marshall have ridden brilliantly in the British championship rounds to fight off the considerable Suzuki challenge spearheaded by McElnea who's had a brilliant season in his first year as a works rider. It was Gardner who won the honours at the opening round way back in March riding last year's machine at Cadwell Park. He was fully backed by local man Marshall, who won the Championship last year before switching from Suzuki to Honda during the closed season for a large un-

disclosed fee, with Grant finishing in third place. A week later at a wet Thruxton McElnea, the 23 year old from Scunthorpe, gave notice of the form he was going to display for the remainder of the season, by relegating Gardner to second place and Marshall to third while the unfortunate Grant crashed out of contention.

However the gritty Yorkshireman was back in winning ways just a couple of weeks later at Donington Park and with McElnea second and Gardner only managing third the battle was really hotting up. Gardner really pushed home his advantage over the Transatlantic weekend giving the 856cc V-four it's first ever victories by winning both rounds at Oulton Park and Brands Hatch, and with Marshall finishing second on both occasions the Championship seemed to be going Honda and Australia's way.

Suzuki's cause was not helped by injuries to Grant and McElnea who showed bravery by riding over that Easter weekend

in great pain. Grant, despite breaking his wrist only a few weeks earlier, finished ninth at Oulton Park and a brilliant third at Brands. McElnea injured his shoulder in a practice crash at Oulton just minutes after learning of his selection to the British Transatlantic team. A little bit of home physiotherapy put the shoulder back in place and he kept his title hopes alive by finishing fourth behind Grant.

The British race championship then took a well-earned rest and handed over the limelight to the World title which started with the Formula One race at the TT races in the Isle of Man at the beginning of June. Ulsterman and current world champion Joey Dunlop, riding an aluminium framed V-four Honda, was in unstoppable form easily winning the race despite having to stop for a tyre change. Grant was second with McElnea third. But he more than made up for his disappointment by winning the Senior Classic race six days later on the famous mountain circuit, and from that moment on he has proved unstoppable.

At the second round of the World Championship, run in a similar fashion to this afternoon's programme with the World Championship rounds at the Dutch TT, he led from start to finish. When Grant moved into second place at half-distance overtaking Dunlop, it looked like a Suzuki one-two in front of the massive record 200,000 crowd, but the former champion's luck was out and he retired with a holed piston letting Dunlop back into second place to retain his Championship lead by a meagre two points.

Marshall snatched third place on the line with a bit of help from team mate Gardner who was fourth.

Fresh from his continental success, McElnea returned to the British scene three weeks ago at Donington Park and showed why Suzuki could be slipping a works 500cc ride his way next year by trouncing the opposition in the sixth round of the British Shell Oils Championship.

He led from start to finish and despite a superb birthday ride by the evergreen Grant he was a comfortable winner at the finish to secure 15 more Championship points and with championship leader Gardner in third spot, Suzuki were right back in the hunt. However it had been a good weekend for Gardner, who only two weeks previously had been involved in a horrific accident witnessed by millions of television viewers with world champion Franco Uncini.

On Saturday at Donington he won the World of Sport Superbike event on the RS500 Honda and did his confidence a power of good, which should be clearly illustrated this afternoon not only in the Formula One race but also the 500cc Grand Prix.

Making up the Honda works team this afternoon will be Joey Dunlop who makes no secret of the fact he prefers racing between the kerbs and walls of a pure road racing circuit, rather than the open concrete spaces of a man-built track. Not that he cannot perform in the "claustrophobic" atmosphere of British short circuits. He'll be riding last year's 999cc four cylinder

Honda which may be fitted with a special aluminium frame.

Ahead of him in the Championship race, before the Snetterton round, West Country privateer Trevor Nation riding the Oxford Faring Suzuki held fifth place. Time after time the determined Nation has been right in there with the works riders and he's had to slow to preserve his engine for future battles to be run on a very limited budget.

Sadly there is no reason why this afternoon's race will not follow a similar pattern for him because the difference between riding as a privateer or in the much vaunted position as a works man is all a matter of pounds, shillings and pence.

Mark Salle who's impressed everybody with his riding in Britain and Grands Prix this season is a regular formula One competitor on his Kawasaki and usually gets tangled up with the similarly mounted campaigner, Jim Wells. The pair had a fantastic battle in the World Championship round at Assen which they are likely to repeat this afternoon.

At this stage last year New Zealander Dave Hiscock came to Silverstone leading

the Championship, and a hot tip for a Suzuki works ride. Unfortunately both goals failed to materialise but he returns today, if he's fit from a nasty crash at Assen, with a revolutionary new machine that he hopes is capable of tackling the works men. It features a carbon fibre monocoque and suspension slung underneath the engine. It's a replica of the aluminium monocoque he raced so successfully last season and this year's machine is even lighter. Both bikes were built in New Zealand and the engine is a full works specification Yoshimura Suzuki, obtained through Colemans, the Australasian Suzuki distributors.

Throwing the likes of Geoff Johnson (Suzuki), Mick Hunt (Kawasaki), Simon Buckmaster (Honda), Asa Moyce (Kawasaki), Alan Jackson (Suzuki), Ron Storey (Honda) and TT Formula Two world champion Tony Rutter (Ducati) and there should be plenty of dicing in this afternoon's 15 lap race. And don't forget to make a note of the winner because remember what happened to Haslam and Crosby.



Wayne Gardner.

NOTICES

MOTOR RACING IS DANGEROUS

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

PROGRAMME COPYRIGHT

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

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

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

DOGS

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

GRANDSTAND SEATS

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

Paddock Transfers

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

Traffic Arrangements

THE RING ROAD

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

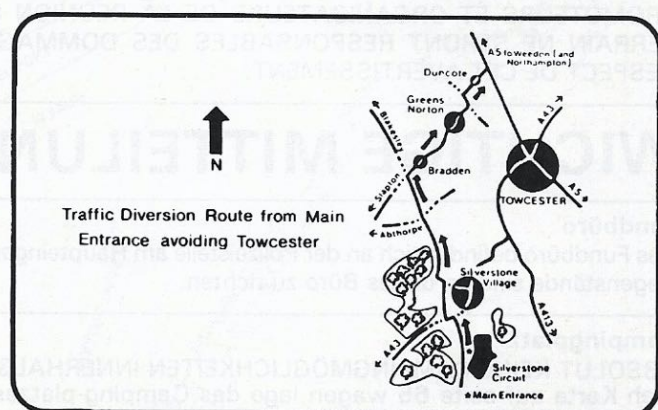
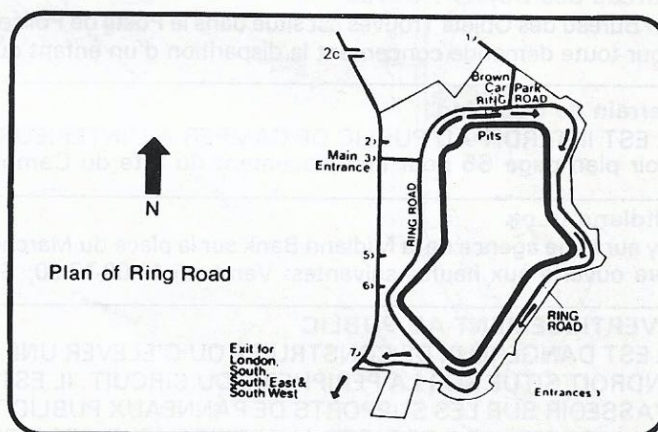
The road will be one way in a clockwise direction. There may however, be selected parts which are two way.

THE MAIN ENTRANCE

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

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

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



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PAST WINNERS

	500 cc	350 cc	250 cc	125 cc	Sidecar	TT Formula 1
1977	Pat Hennen (Suzuki) 107.99 mph	Kork Ballington (Yamaha) 107.99 mph	Kork Ballington (Yamaha) 104.68 mph	Pier Luigi Conforti (Morbidelli) 98.53 mph	Werner Schwaerzel/ Andreas Huber (A.R.O.) 87.97 mph	Ron Haslam (Honda) 101.93 mph
1978	Kenny Roberts (Yamaha) 87.88 mph	Kork Ballington (Kawasaki) 109.94 mph	Anton Mang (Kawasaki) 106.04 mph	Angel Nieto (Minarelli) 93.97 mph	Alain Michel/ Stu Collins (Seymaz Yamaha) 96.58 mph	John Cowie (Kawasaki) 107.72 mph
1979	Kenny Roberts (Yamaha) 114.50 mph	Kork Ballington (Kawasaki) 110.43 mph	Kork Ballington (Kawasaki) 100.13 mph	Angel Nieto (Minarelli) 101.12 mph	Sidecar B2A Rolf Biland (Schmid Yamaha) 104.35 mph Sidecar B2B Alain Michel (Yamaha) 93.89 mph	Alex George (Honda) 100.06 mph
1980	Randy Mamola (Suzuki) 114.68 mph	Anton Mang (Kawasaki) 111.04 mph	Kork Ballington (Yamaha) 108.88 mph	Louis Reggiani (Minarelli) 101.76 mph	Derek Jones/ Brian Ayres (Yamaha) 109.26 mph	Graeme Crosby (Suzuki) 112.22 mph
1981	Jack Middelburg (Suzuki) 113.29 mph	Anton Mang (Kawasaki) 110.87 mph	Anton Mang (Kawasaki) 109.36 mph	Angel Nieto (Minarelli) 101.85 mph	Rolf Biland/ Kurt Waltisperg (LCR) 110.10 mph	Ron Haslam (Honda) 112.17 mph
1982	Franco Uncini (Suzuki) 114.82 mph	Jean Francois Balde (Kawasaki) 109.68 mph	Martin Wimmer (Yamaha) 109.44 mph	Angel Nieto (Garelli) 105.04 mph	Egbert Streuer/ Bernard Schneiders (LCR) 109.91 mph	Roger Marshall (Suzuki) 112.92 mph



British Grass Track Grand Prix

Silverstone

Sunday, 21st August, 1983

Organised by the Auto-Cycle Union

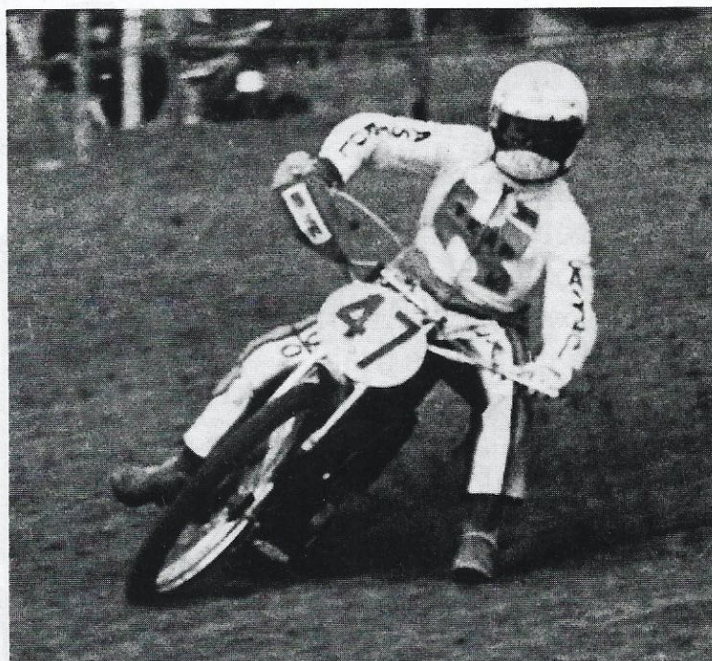
Races for Solos and Sidecars

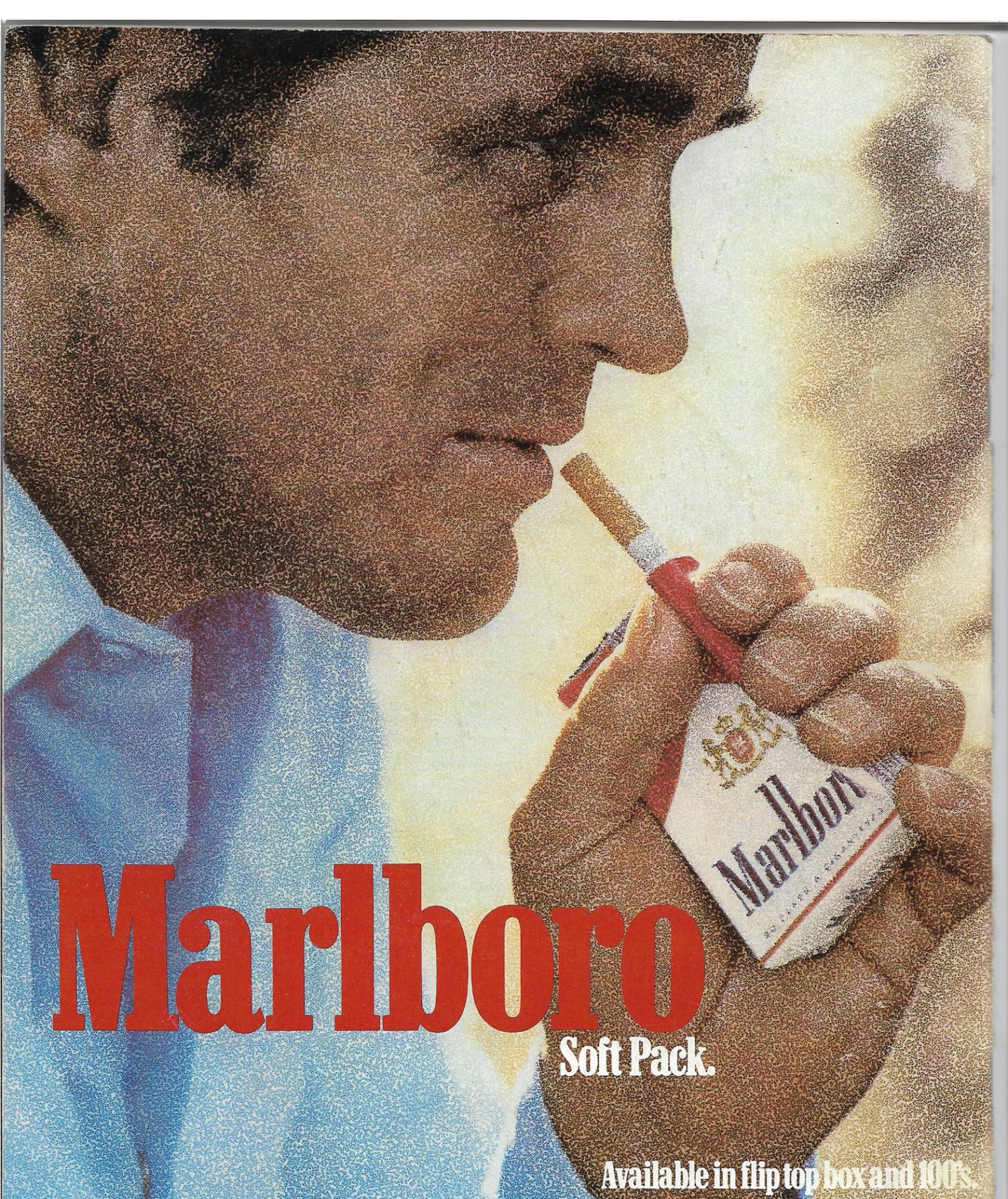
Entries include:

Ivan Mauger	9 times World Speedway Champion
Bobby Schwarz	Top United States rider
Peter Collins	Former World Speedway Champion
Phil Collins	Winner of this year's World Speedway Championship Overseas Final

Practice from 11.45 hrs. Presentation of riders 13.45 hrs.
First Race 14.15 hrs.

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