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## British Grand Prix

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# Silverstone

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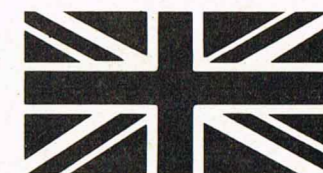
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1985

# Marlboro British Grand Prix

ELM. World Championship for Motorcycles

Silverstone August 2nd/3rd/4th 1985

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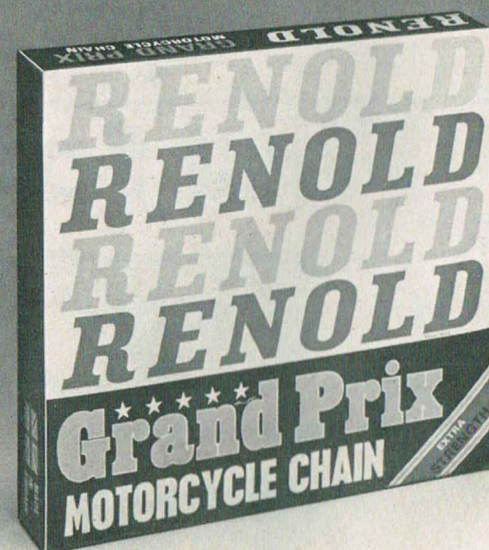
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# Marlboro British Grand Prix



I feel there is always something exciting behind the casual words "Welcome to the Marlboro British Grand Prix". It is Britain's premier road racing event, a vital stage in a world series that brings together the finest riders astride the fastest and most sophisticated machinery.

Philip Morris have sponsored this great meeting since 1979. One of our proudest moments came last year, when Eddie Lawson, racing for Yamaha Marlboro Team Agostini, finally claimed his first world 500cc title.

He defends it here today, during a season that has seen Marlboro's widespread motorsport image displayed by our courageous Formula One World Car Champion, Niki Lauda, and his team-mate, Alain Prost.

But, Marlboro's Silverstone experience is not limited to the elite of Grand Prix racing. In 1979, we also helped launch what has become the Marlboro Dunlop/Express Clubmans Championship, the final of which is held here on September 28th.

The talent-seeking series produced David Leach, who won a bronze replica on his Marlboro-Yamaha at his first Isle of Man TT last June. Let us hope that David, and other Clubmans challengers will go on to strengthen Britain's future Grand Prix image.

On and off the circuit, motorsport depends upon team-work. The dedicated volunteers, like the marshals and medical personnel; circuit officials and most important, the paying public.

To all of you, the riders, their mechanics, the Auto Cycle Union, members of Silverstone Circuits and our supporting friends at the Daily Express, I sincerely say — Many Thanks!

George Mackin  
Sales Director, Philip Morris Limited



Once again, on behalf of the ACU Road Race Committee, it is my privilege and pleasure to write a brief foreword in this excellent race programme produced by Silverstone Circuits Limited for our annual Motor Cycle Grand Prix held here at Silverstone.

The 1984 Marlboro British Grand Prix was voted by the drivers the best Grand Prix in the World — we are proud of this achievement and I would sincerely thank all concerned who helped to make this possible.

Organising a Grand Prix is the perfect example of team work and this year the team will be the same except that I have decided to relinquish my job as Clerk of the Course and hand over to a younger man — I wish my successor the best of luck and all the support I received during my very many years serving in this capacity.

Each year we see ultra fast and extremely close racing at Silverstone — I am confident this year will be no exception. The World Champions still have to be decided — our Grand Prix could well be the deciding factor with a spectacular "battle royal" and the thrills that motor cycle racing produces. Although it could be said I am a little biased, motor cycle road racing is, in my opinion, the most exciting spectacle in the World. The ACU Road Race Committee thank you for supporting their sport and hope you have a very enjoyable time.

On your behalf I wish all the drivers every success today. I would also give my special thanks to the Directors of Silverstone Circuits Limited for their continued support and wish their Silverstone Armstrong "Grand Prix" motor cycle racing team with Scottish drivers Donnie McLeod and Niall Mackenzie special good fortune as they compete in that highly competitive race, the 250cc class.

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

# As they go into round ten, it's Spencer 111, Lawson 94 Battling Yanks go for 500cc glory

by Nick Harris

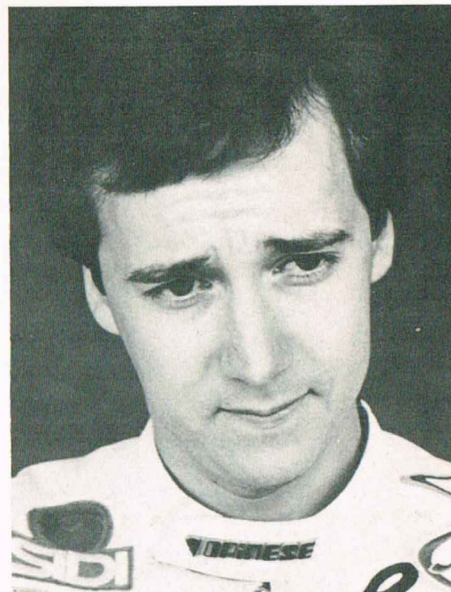
Those greatest of rivals world champion Eddie Lawson and the rider trying to steal his championship crown Freddie Spencer may not have too much in common apart from their love of the Silverstone circuit and the fact that neither of them have won the Marlboro British Grand Prix.

For nine rounds of this year's world 500cc championship the pair of them have been locked in no holds barred for the most coveted prize in motor cycle sport, the world 500cc championship.

Last year 26 year old Lawson, riding the vee-four Marlboro Yamaha, deposed Spencer as champion in only his second full season of grand prix racing. The 23 year old Rothmans Honda star was hampered by mechanical and injury problems and could do nothing to stop Lawson just piling on the points at each round to clinch his first world title at the penultimate round in Sweden.

After breaking his collarbone in a Californian race Spencer did not ride at Silverstone last year. While he sat it out at home in Shreveport, Louisiana Lawson picked up another 12 valuable points finishing second behind Randy Mamola riding the NSR vee-four Honda.

This year Lawson is determined to go one better in his bid to retain his much cherished championship crown.



Freddie Spencer, holds the sway in both the 250cc and 500cc Championship battles. (Pic. Steve Mitchell).

"Silverstone is my favourite grand prix race track and really suits my Yamaha with its fast open curves," explained the champion. "Not only would it be great to win 15 world championship points but great to win my favourite grand prix in the country where I have made so many friends."

**"Silverstone — my favourite GP circuit. It suits my Yamaha with its fast, open curves" — Lawson.**

Although these notes were written before the French Grand Prix at Le Mans certainly this afternoon's race will prove vital in the final outcome of the championship with only the Swedish and San Marino rounds to follow.

Spencer is chasing the unique double of 250 and 500cc championships and while he is opening up a gap in his 250 bid Lawson is fighting to the bitter end to hold onto his 500cc crown. The Honda star knows it will be tough round Silverstone's fast open curves but like Lawson he is equally determined to take the chequered flag for the very first time.

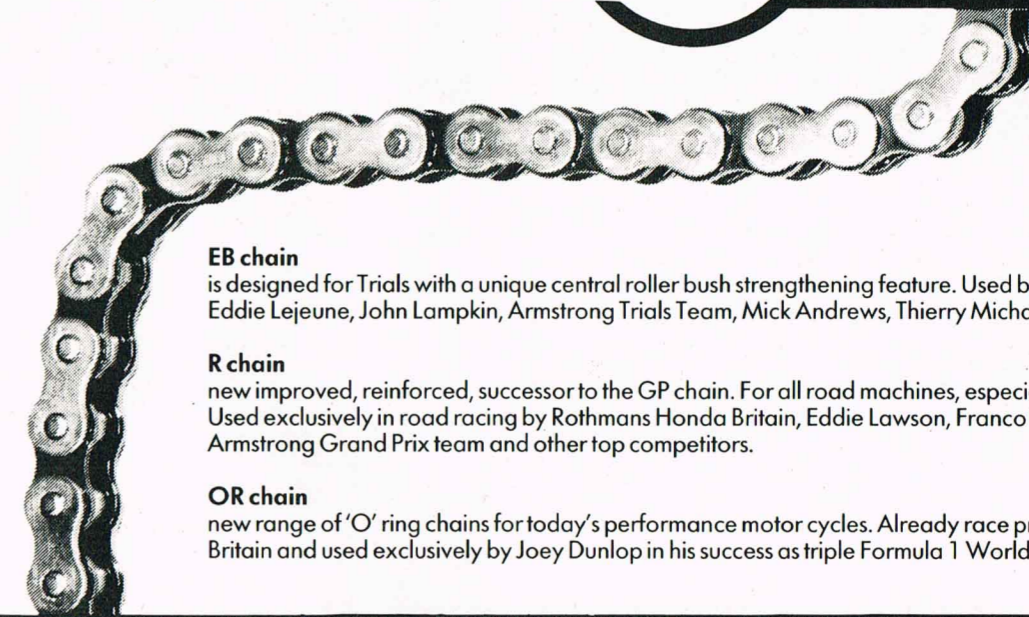
"Last year I missed out at Silverstone because I was injured," he revealed. "I really like the circuit and would love to win although Eddie's certain to push me all the way. I always like racing in Bri-



World Champion Eddie Lawson on the Marlboro Yamaha needs a Silverstone victory to maintain his hopes of hanging on to the World title.

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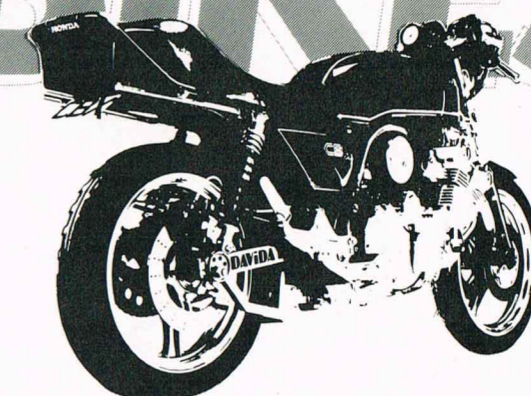
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Randy Mamola hopes to repeat his superb victory of last year in the Marlboro British Grand Prix at Silverstone. Here he celebrates while Lawson ponders on what might have been. (Pic. John Denton)

tain and I hope to please my many fans over there by winning the race for the first time."

If the season so far is any indication it will be a close encounter between the two championship contenders although Silverstone has a habit of throwing up unlikely winners and Mamola and Frenchman Christian Sarron have already upset the apperant by winning grand prix races this year.

At the opening round in South Africa Lawson was in brilliant form in the searing heat and saw off the challenge of Spencer, riding his new NSR vee-four Rothmans Honda, with the style of a true champion.

**"I always like racing in Britain and hope to please my many fans by winning" — Spencer.**

Spencer levelled matters round the demanding Jarama circuit in Spain and both riders were caught out in the rain at the third round at Hockenheim in West Germany. While French 250cc world champion Sarron splashed to victory on his Gauloises Yamaha Spencer was happy to finish second and prise open a championship lead over Lawson who could only finish fourth.

Spencer was back to winning ways in Italy and Austria with Lawson second on both occasions although he reversed the positions in Yugoslavia. However he muffed his biggest chance of regaining his championship lead in the pouring rain at the Dutch TT at Assen. Spencer was brought down by Sarron on the very first lap paving the way for

Lawson to pick up a hatfull of championship points. He'd just moved into second place at half distance when he got the front wheel of his Marlboro Yamaha on a slippery white line and he crashed at around 100 mph. Luckily the only thing he hurt was his pride and he was back in action the following week at Spa — Francorchamps in Belgium where he could only manage second place behind Spencer after a poor start.

While the attention is focused on the two Americans in their bid for championship glory this afternoon there are at least four other riders capable of winning the 28 lap race. Frenchman Sarron has already proved he's quite capable of switching from the 250 to the 500 class with no real problem. He's the real master of wet conditions and will probably be one of the few people looking up and praying for rain before the start of the race.

Twenty five year old Randy Mamola's past record at Silverstone must put him favourite for this afternoon's encounter. The Rothmans Honda star brings his NS500 three-cylinder machine to the line having already won the Marlboro British Grand Prix on two occasions.

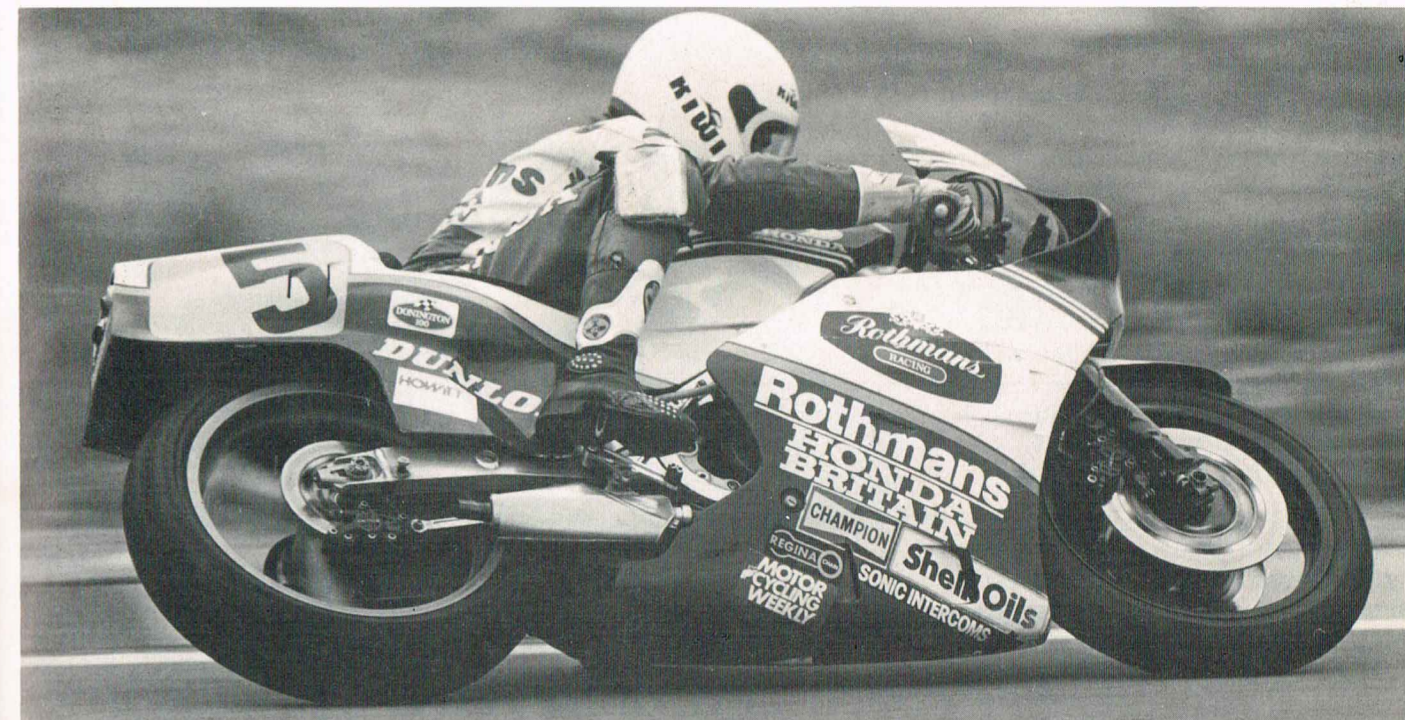
Last year riding the NSR Honda he was in brilliant form to beat Lawson to the line while four years earlier he won riding the works Suzuki. Randy has been runner-up in the world championship on no less than three occasions and as he showed with his start to finish win at the Dutch TT this year when he's in the right mood he's capable of matching the very best.

After finishing runner-up in the championship last year, despite missing the opening two rounds, he's not found the going so easy this season. He's trying very hard as a series of crashes will verify but he loves Silverstone and is so very capable of making it a hat-trick of victories.

Without doubt the new name to



Wayne Gardner, the British based "Aussie" aims to upset the formbooks with a Silverstone victory.



What price a British victory. Ron Haslam carries the main hopes — "I aim to be on the victory rostrum" says Ron, adding "tyre development with Dunlop has helped enormously and I am hoping to match Freddie and Eddie."

emerge from this year's championship is Australian Wayne Gardner who rides with British star Ron Haslam in the Rothmans Honda British team. Twenty five year old Gardner is a rider who knows where he is going both on and off the track. He waited patiently for his big grand prix chance after dominating racing in Britain last season. In his limited grand prix appearances last year he still managed to finish seventh in the championship and this year has seized his big chance with both hands.

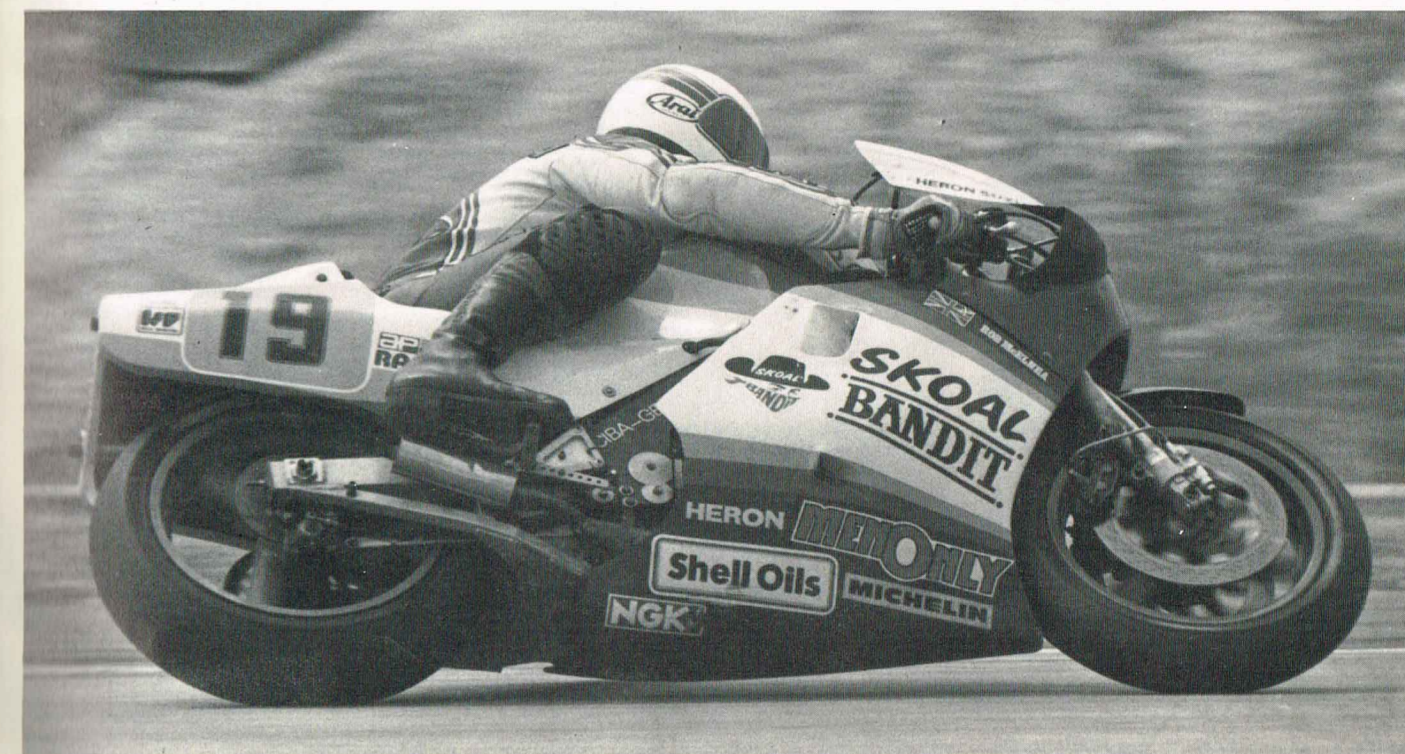
Until the French Grand Prix he's finished third, riding the NS500 Honda, on four occasions and is already being tipped as future world champion by many experts. Certainly he makes no bones about his ambitions.

"I want to be world champion but I've learnt over the last couple of years to be patient," he explained. "I'm still learning about racing at the grand prix level but what better place to win my first grand prix than at Silverstone."

The biggest cheer of the afternoon

would undoubtedly come if his teammate 'Rocket Ron' Haslam could win his first ever grand prix in front of his vast band of loyal fans. The twenty nine year old from Langley Mill in Nottinghamshire has long been the favourite of British fans after racing on these shores for the last 14 years.

He went grand prix racing late in his career when he joined the Honda works team two years ago. There is nothing that could give him greater pleasure than winning this afternoon to



Rob McElnea has tasted Silverstone glory in TT F1 races — now he bids for a 500cc triumph.

thank both his loyal fans and family for this magnificent support over those hectic 14 years.

"I will be giving everything to win at Silverstone," he explained. "It's about time I won that first grand prix and where could be better than in front of my home crowd."

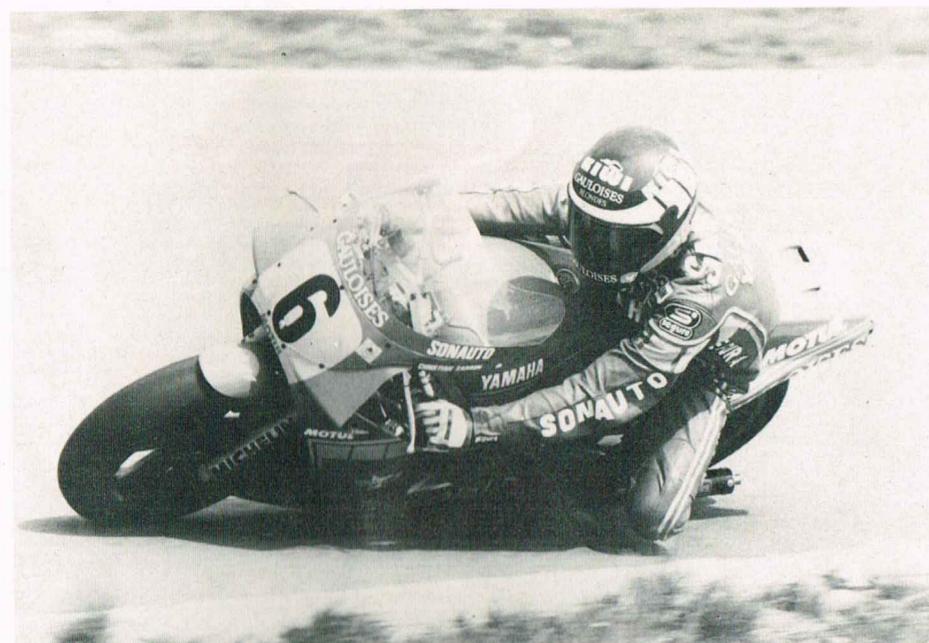
Ron has shown with his second place at the Dutch TT and his third place in Germany that he is almost there.

**"I will be giving everything to win at Silverstone. It's about time I won that first Grand Prix"**  
— Haslam.

Without doubt he is the quickest starter in the 500cc class and has led almost every grand prix on the first lap. He has tended to fade before the finish but perhaps the support of his home crowd might just be the spur needed to keep Ron at the front when the going gets tough.

While perhaps no other rider other than those six might be expected to take the chequered flag the battle for important leaderboard places and even more vital world championship points will be just as intense.

Former double TT winner Rob McElnea riding the Skoal Bandit Heron Suzuki heads the list of British challengers and together with controversial Australian Paul Lewis forms a powerful outfit capable of causing some major upsets. Humbersider McElnea has not had the best of grand prix seasons constantly battling



Frenchman Christian Sarron has put together a string of consistent performances in the World Championship battle this season.  
(Pic. Tomas Gescheidt)

against the superior speed of the works Yamahas and Hondas while Lewis gets his big chance to prove that his aggressive style can pay dividends at the highest level.

The likes of Mark Salle, Simon Buckmaster Gary Lingham, Keith Huewen, Paul Iddon and Ulsterman Neil Robinson having been battling against the odds all season on foreign circuits. They welcome the chance to return home to show the British public just how tough grand prix racing is and how much they have learnt from their racing abroad.

Add to the menu the appearance of Frenchman Raymond Roche, riding the second works Marlboro Yamaha, Belgian ace Didier de Radigues on the Elf Honda, American champion Mike Baldwin, former Italian world champions Franco Uncini and Marco Lucchinelli, former 350 world champion Takazumi Katayama and South African Dave Petersen and you have a meal set for a king.

The 500cc race at Silverstone has a history of drama excitement and often an unexpected winner. This afternoon's battle should prove no exception.



Franco Uncini — a former 500cc World Champion who is keen to get back on the winning way.



Randy Mamola's amazing cornering style.

(Pic. Tomas Gescheidt)

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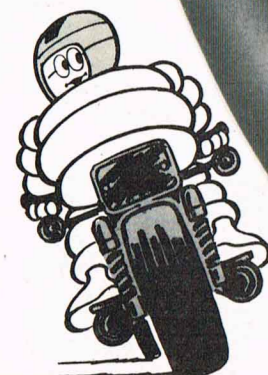
This season we're already aiming to go one better.

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110/80 H18	(tubeless)
110/90 H18	(tubed and tubeless)
120/90 H18	(tubed and tubeless)
120/90 V18	(tubed and tubeless)
130/90 H18	(tubed and tubeless)
130/90 V18	(tubed and tubeless)

# MICHELIN M48



## Silverstone Armstrong bids for "home" 250cc glory but Who can catch "fast" Freddie?

by Nick Harris

When Freddie Spencer announced he was going to chase both 250 and 500cc world titles this season many knowledgeable experts shook their heads and smiled.

It was a unique double that had never even been achieved by the likes of the late great Mike Hailwood in his heyday and so the 23 year old American was not given much of a chance by the experts.

while the men more used to chasing the title have had to wage their own battles for second place. Former world champions Venezuelan Carlos Lavado, riding the works Yamaha, and West German Toni Mang on the Marlboro Honda have



The immaculate riding style of Freddie Spencer, who has a commanding lead over Toni Mang pictured below. (Pics. Ray Daniel)

Four months later they are beginning to change their opinions because on his RS250R-W vee-twin Rothmans Honda Spencer is dominating the once very competitive 250cc class. Barring a great upset he looks certain to give Honda their first 250cc world crown since Hailwood's victory in 1967.

Since the opening round at Kyalami in South Africa Spencer's machine, a smaller brother of the NSR vee-four 500, has had the legs of the opposition apart from the races in Spain and Germany. In Spain a split exhaust pushed him down to ninth place while in the German rain local hero Martin Wimmer, a past winner of the Silverstone race, rode brilliantly to keep Spencer back in second place.

Apart from those couple of occasions Spencer has rarely been troubled



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Andy Watts — so near but so far last year.

used all their experience and skill to try and stick with the flying Spencer. Lavado won the second round in Spain but he's crashed a couple of times since then and now realises that he has little chance of regaining his championship title which he won in 1983.

The other rider to beat Spencer is the articulate West German Martin Wimmer who produced the performance of a lifetime at his sodden homeland Hockenheim circuit. The former law student almost switched to Rotax power at the beginning of this season but stayed with Yamaha after a trip to their Japanese factory. His first grand prix victory came at Silverstone when he won the 250cc race in 1982. His cosmopolitan team this season consists of former world sidcar champion Helmut Fath and two British mechanics Trevor Morris, who helped Jon Ekerold win his 350cc world title, and new boy Colin Davies.

Wimmer is also the elected riders representative to the FIM and takes his job very seriously and has done much in the last couple of years to improve relationships between riders, the FIM and organisers.

His countryman Mang has not always been happy having to chase Spencer on a semi works Honda which is based on their production model. The former double world champion switched to Honda power from Yamaha dur-

ing the close season and his consistent placings, usually in the top three, make him favourite for the runner-up spot at the end of the year.

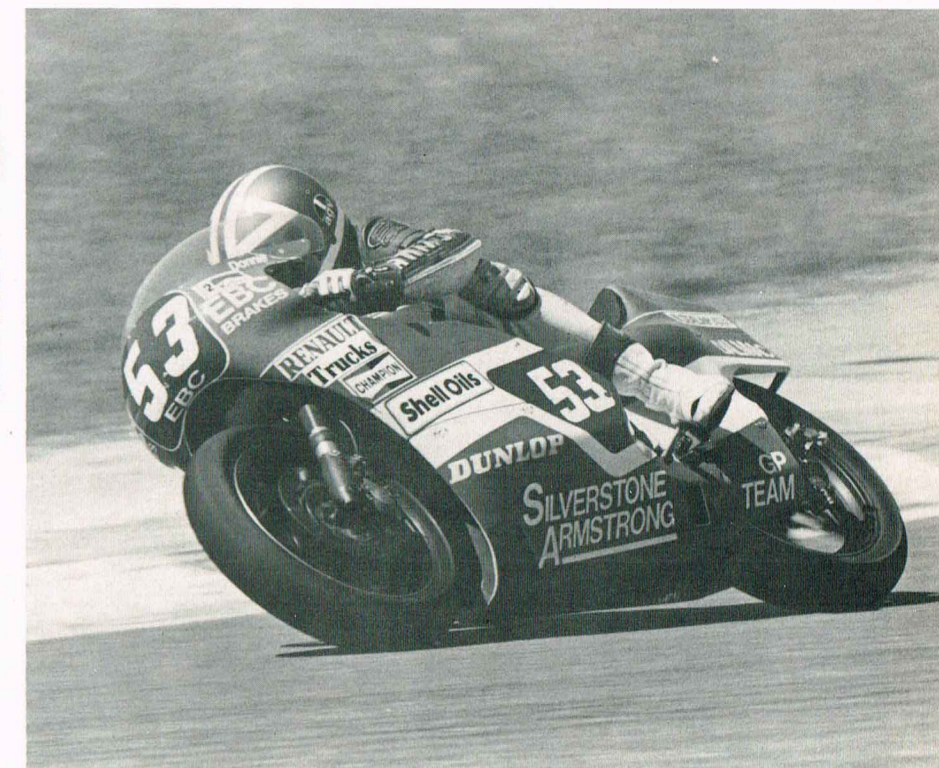
Unfortunately a crash at the Belgian Grand Prix at Spa Francorchamps means that Italian Loris Reggiani will miss today's race. He's been the big surprise of the year on the new works Aprilia but his absence could give British star Alan Carter a chance to move up the championship table.

The 20 year old Halifax lad, younger brother of British speedway champion Kenny Carter, has shown great maturi-

well suited to Silverstone and they are certainly due a change of luck.

The Silverstone/Armstrong duo of Donnie McLeod and Niall Mackenzie will be out to impress on their home circuit while Geoff Fowler riding the Spanish Arbizu, European champion Garry Noel and Welshman Steve Williams hope to give the British crowd something to cheer about.

Traditionally the 250cc race at Silverstone is always a cracker and if somebody can make a good start there is no reason why Spencer cannot be given a good run for his money. Don't



Donnie McLeod riding the Silverstone Armstrong aims to make a big impression in front of his home crowd but he faces a stern challenge from Alan Carter riding a Honda.

ty and poise this season on his Honda that has been gained by his last couple of years on the tough and demanding grand prix trail.

Two years ago he hit the headlines when he won the French 250cc Grand Prix at Le Mans in only his second grand prix appearance. From that moment the pressure was on him to repeat that success every time he rode and understandably he found it hard to cope. This year backed by Donington Park on his RS250 Honda he's come of age and with the right machinery should be repeating that historic victory in the not too distant future.

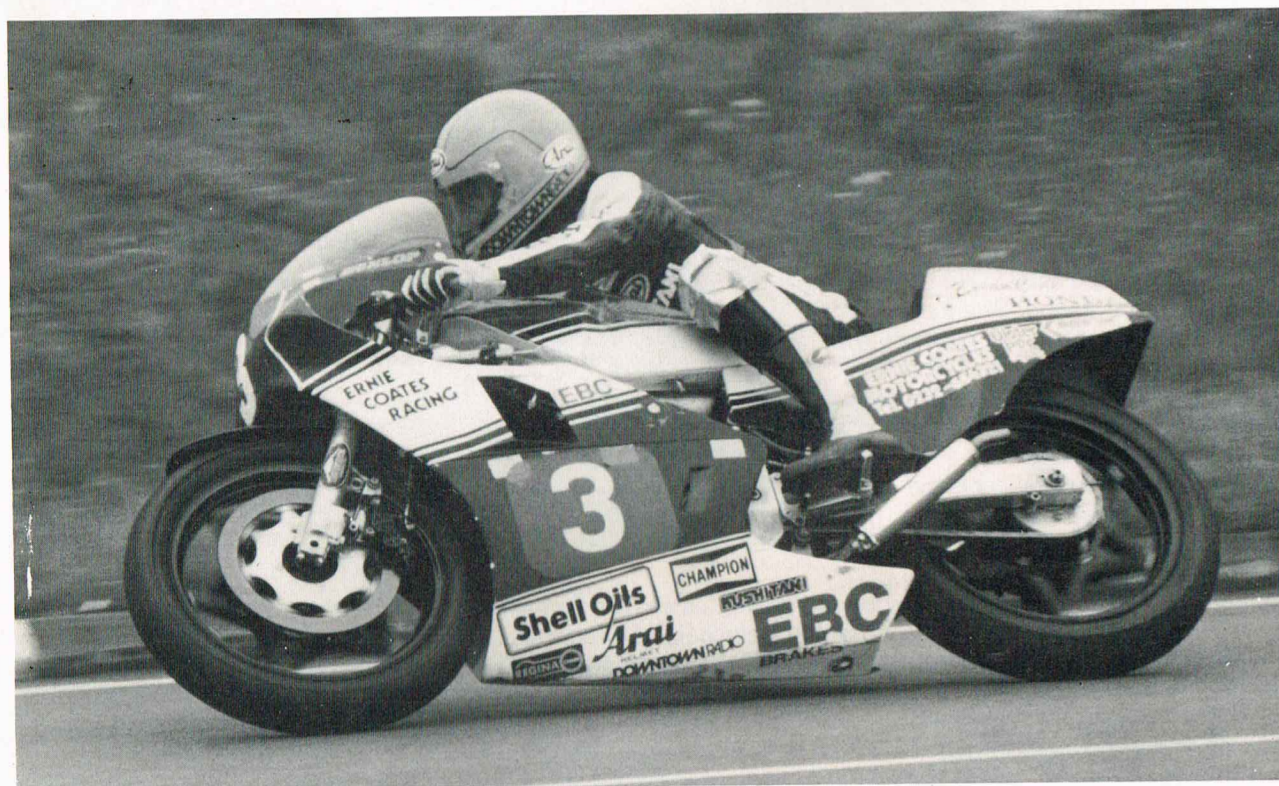
Anybody watching last year's race will never forget the brilliant display of Kings Lynn based Andy Watts on Dr. Joe Ehrlich FMC machine when he almost snatched victory on the line from world champion Christian Sarron. Watts and the EMC team have not found the going so easy this season but Dr. Joe's bikes are always quick and



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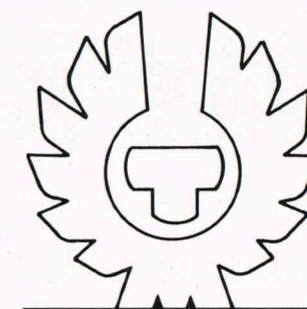
Venezuelan rider Carlos Lavado aims to show everyone a clean pair of heels at Silverstone.

(Pic Tomas Gescheidt)

rule out the likes of Yamaha mounted Reinhold Roth, South African Mario Rademeyer, Siggie Minich and the exhausted Frenchman Jean Francois-Balde. The Italian pair Fausto Ricci (Honda) and Maurizio Vitali have both

tasted grand prix success in the past while Manfred Herweh, the West German who would have won last year if he'd not crashed less than half a mile from the flag, is fighting his way back to fitness after crashing in Spain.

On paper it may look like an easy ride for Spencer but races are not run on paper and if tradition is to be followed any of around ten riders could be in with a chance of ultimate victory.



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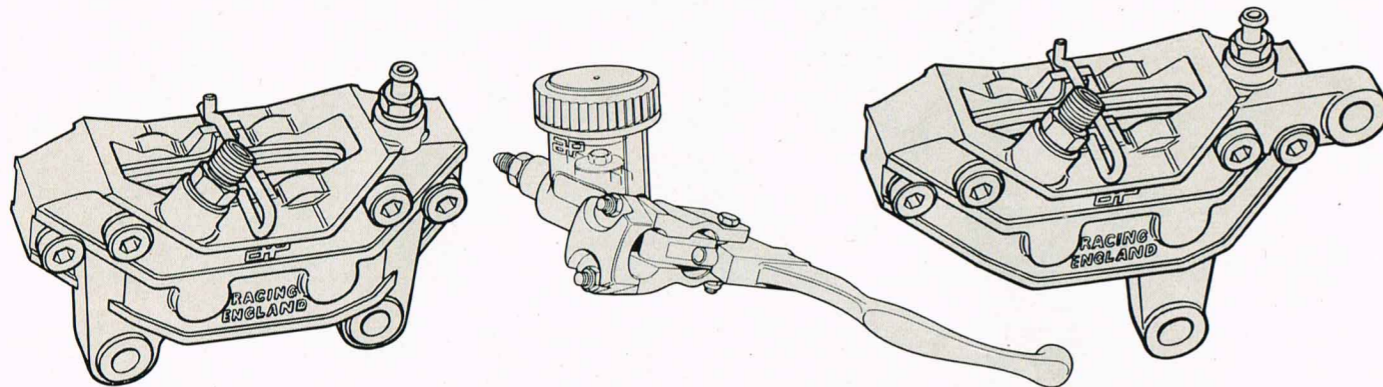


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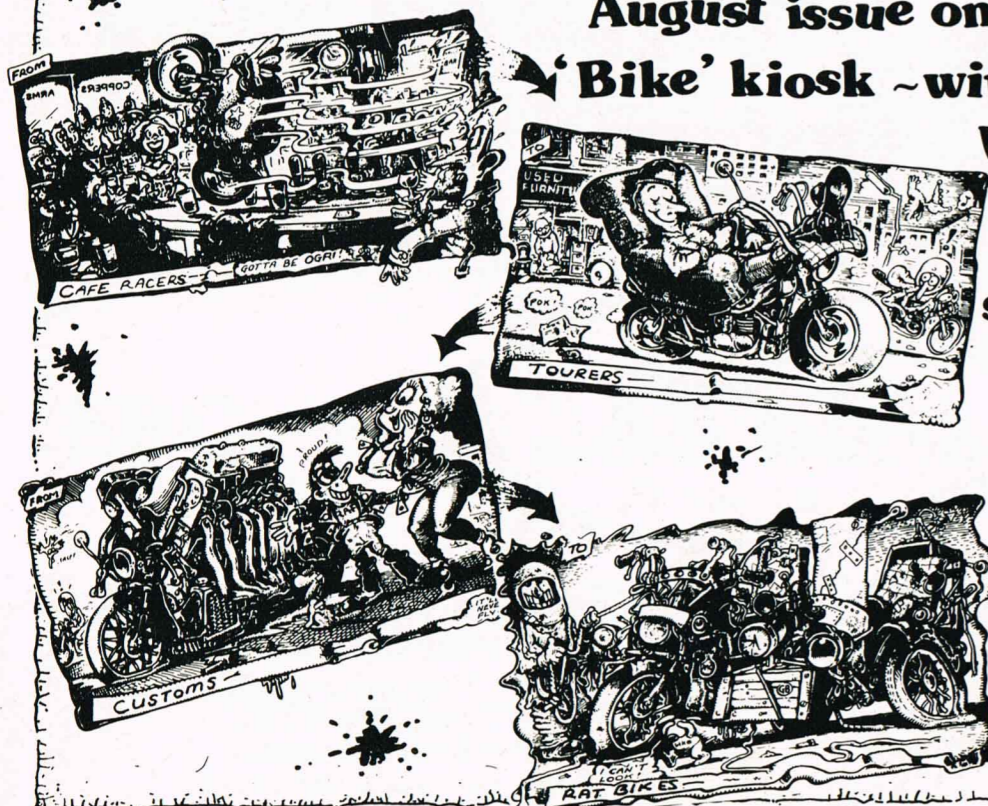
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## and in the 125cc category it's certain to be close Italian bonanza on the cards

by Nick Harris

When 13 times world champion Angel Nieto announced his retirement from the 125cc class to concentrate his considerable talents in the 250cc class and Eugenio Lazzarini retired most people thought they would be replaced at the top of the championship tree by his Garelli team-mates Fausto Gresini and Ezio Gianola.

However that experienced grand prix campaigner and former world champion Italian Pier Paolo Bianchi is making his young countrymen fight all the way before they can step into Nieto's shoes.

luck together with young Steve Mason who's battled bravely on his MBA against a bevy of experienced continental opposition.

Swiss veteran Bruno Kneubuhler is typical of the stars in the class on his MBA. The 28 year old has been racing since 1969 in all classes and in 1983



Robin Appleyard carries British hopes in the race. Here he leads Bruno Kneubuhler.

(Pic. D.J. Cotton)

Riding his MBA the 33 year old diminutive Italian, who won the 125cc world title in 1976/77 and 80, has been in brilliant form winning the Grands Prix in Spain, Italy and Holland in very different conditions. He's no stranger to the winner's rostrum having won no less than 26 grands prix in his 17 year career although he will have to call on all his experience to see off the flying Garellis round the fast Silverstone circuit.

Just four weeks ago in Belgium the tension began to show when he put in an official protest about the size of Gresini's engine after he'd won the race and Bianchi could only finish fifth. The protest was thrown out after the machine was found to be under the legal 125cc limit but the gauntlet had been thrown down and the sparks will fly in the remaining rounds.

In addition to his win in Belgium Gresini also won the Austrian race at the Salzburgring and the 24 year old Italian is building up momentum for the final showdown at the San Marino Grand Prix at Misano next month.

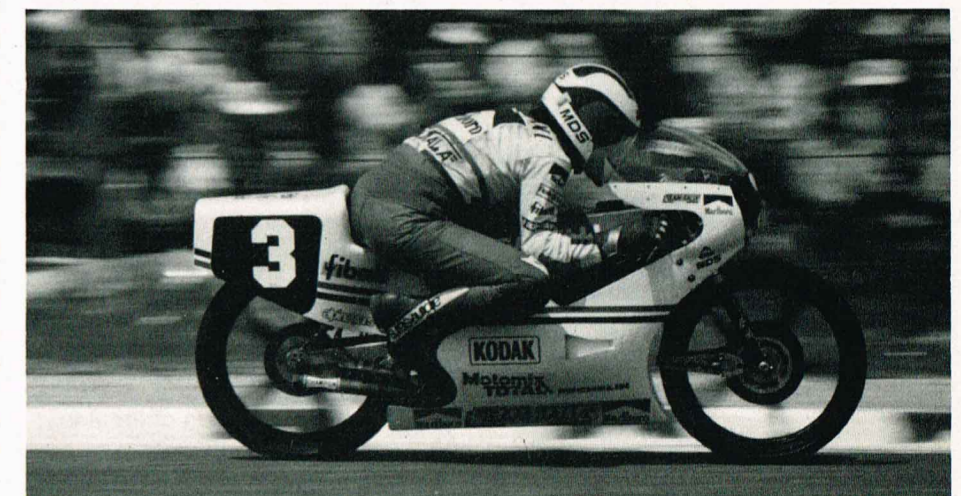
British fans are slow to appreciate the 125cc class which is a great shame because it often provides the most exciting racing in the grand prix programme and superb mechanical

development. Also it can provide the ideal stepping stone into grand prix racing in the larger classes. A certain Barry Sheene started his career in the 125s before going on to bigger things while this season Ulsterman Neil Robinson is riding the 500cc class after a year on the 125s.

Leading the British charge in the class are those talented youngsters Alex Bedford and Robin Appleyard on their MBAs. Mechanical problems have kept them out of the world championship points and they deserve a change of

finished second in the 125cc championship on his MBA. Austrian August Auinger is another leading contender and won the German Grand Prix and when the likes of Italian Domenico Brigaglia, Frenchman Jean Claude Selini and Belgian Lucio Pietroniro come to the line you realise just how competitive the class has become.

You can never replace champions Nieto and Lazzarini but their departure has paved the way for a tremendous championship climax which will be reflected in today's 20 lap race.



Fausto Gresini won the Belgian Grand Prix on his Garelli to maintain his title hopes. (Pic. Ray Daniels)

# Steve Webster bravely returns to show what might have been

## More sidecar glory for Biland?

by John Brown

British sidecar racing — and in fact this country's best chance of having a world champion again for the first time since the late great Scot Jock Taylor made it with Swedish passenger Benga Johansson in 1980 — suffered a major set-back when Yorkshiremen Steve Webster and Tony Hewitt crashed out of June's rain drenched Dutch TT.

The pair were third in the world championship before the race and they were out for their first grand prix victory when they slid off the track and crashed in to a dyke while in the lead.

"I have never felt so confident of victory," said 25-year-old Webster who broke a bone in his right arm as he crashed to the ground after being flung high in to the air. "The cause of the incident was that as the track started to dry out, and I started to speed-up, I just went off the dry racing line and touched a wet patch and off we went across the grass," he said.

While Steve went to hospital to have the bone plated and screwed, Tony was at home nursing numerous aches and pains which resulted with his impact on the ground after he had been ejected from the flying outfit in undignified manner.

Unluckily for them the Belgian Grand Prix came the following week. There was no chance they would be back in action in time so the chance of getting that title had gone.

For Steve it was then a matter of getting properly fit in time for his homeland grand prix at Silverstone.

"Obviously an arm injury is a set-back for a sidecar driver with so much of the work being done with the arms," he said. "I feel confident that we will

soon back in to the groove and start winning again. We shall have to wait until next year to have a crack at the world championship and of course we are going to be pretty hard-pressed now to even make the British championship this year."



Steve Webster and Tony Hewitt saw their title aspirations fade when they crashed at rain soaked Assen — Webster sustained a broken arm but he is back in action at Silverstone and keen to show the Continentals what might have been. (Pic. Ray Daniel)

The respect which Webster and Hewitt have quickly built-up for themselves at world level is highlighted by the reaction to the Dutch incident by their continental rivals. Holland's defending champion Egbert Streuer, four times a champion from Switzerland Rolf Biland and Frenchman Alain Michel.

"Webster is a good man," said Streuer. "Not because he is a very good driver but because he is a professional in his approach to racing."

"It was a great shame about Webster crashing," commented Biland. "We need a challenge like the one he has mounted this year, it's good to have drivers from several different countries in with a chance of being champion."

Michel has been in constant touch with Webster during the re-building programme of the LCR outfit that was extensively damaged at Assen, offering

help wherever he could.

"He has had a lot of nice things to say about Steve, it's most encouraging," said Steve's father, former grass track champion Mick Webster who is now the team mechanic.

Steve, who does much of the work himself on his Yamaha engines, is just one of an encouraging number of British sidecar drivers who are forging their way to the fore at the present time.

From Riddings in Derbyshire British champions Steve Abbott and passenger Shaun Smith brushed aside a practice crash in the first round West

German GP at Hockenheim that sidelined them for several weeks to take fourth place with their Ham Yam outfit in the Belgian GP at Francorchamps.

"We shall be looking to a good result at Silverstone, that's for sure," said Abbott who first raced at the Northamptonshire circuit in 1980 and made third place two years later.

"We are getting things together again after the German set-back, it would be great to be the first British team home even if we can't win," he added.

From London there's 1982 European champion Mick Barton with northern passenger Simon Birchall.

It's the third season the pair have raced together, Mick having Nick Cutmore as passenger the first time he raced at Silverstone while Simon made his debut with Dave Saville.

Last year Barton and Birchall started

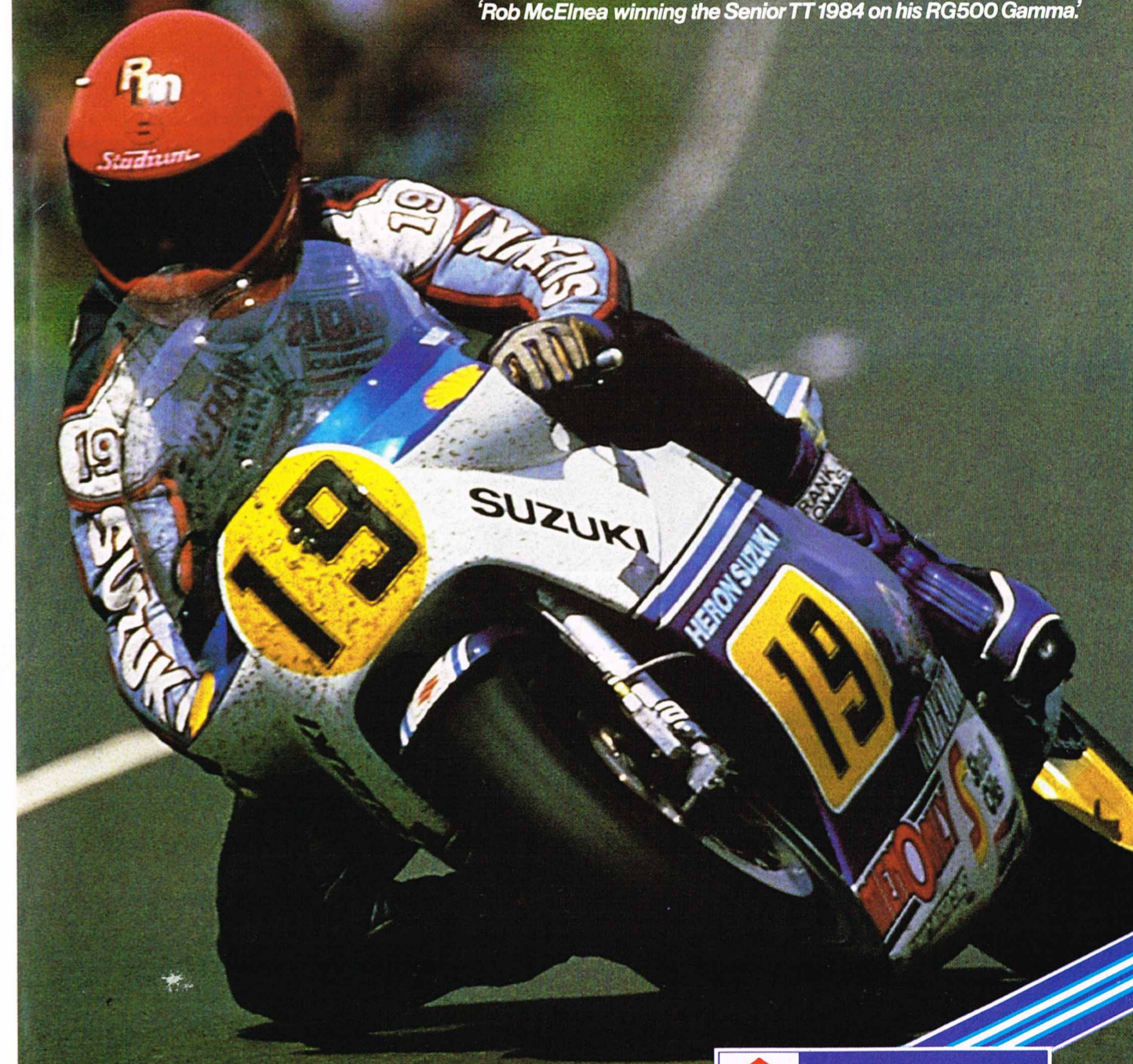


Rolf Biland — the masters touch to bring another triumph?

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the season with a Suzuki engine in their outfit but following an unimpressive list of performances they switched to a Yamaha for the British GP.

The change made a staggering difference and they were leading at Silverstone when a gear wheel broke. "It is one of those things that never happens," said Mick who had clipped a second off the lap record before going out at half race distance and simply having to stand by and watch as Streuer bettered their time before the end of the race.

It was the second year running that the pair had broken down and they feel they much get the break they deserve this year. "We had a gearbox failure while we were going well in the Belgian this year, I just hope it holds together this time," said Birchall.



It is certainly a full year for the London dustman and his passenger who are going for the European and Shell Oils British championships as well as the world title.

Again from London there is Derek Jones and Brian Ayres, two of the greatest characters in the paddocks of the world.

Now with a Dutch garage sponsor, "Crazy Horse" Jones concentrates nearly all his efforts on the grands prix and racing on the continent.

"I'm not much of a one for racing in England, except at Silverstone, of course," he said.

So often the pace makers of the British pack, Derek and Brian are not always blessed with the best of luck, an example being at Francorchamps when they were set to score points until the tyre of their LCR Yamaha outfit started to break-up and they dropped to 12th place just behind another British pair who must be destined to make a major breakthrough, Frank Wrathall and Phil Spendlove from Preston.

A couple of likely lads from Kent are Derek Bayley and Bryan Nixon yet another duo with plenty of talent who

this year are battling against starting problems with their LCR Yamaha which is backed by Road Shuttle and enthusiastic Ashford dealer, David Brown.

"We seem to be getting the carburation sorted out but we are still experiencing ignition troubles," said Bayley after another sluggish start and eighth place in Belgium.

They like Silverstone and were running fourth last year when the throttle cable broke with just two laps to go. "Speed is the essential at all grand prix circuits these days especially at Silverstone and Paul Ricard in France which is the fastest as far as top speed is concerned," said Derek. "At Silverstone we gear to get a top speed of 148mph on the run down to Stowe at 12,500rpm."

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ford, Notts, will certainly be hoping for a break from the various troubles — including a freak accident in Belgium that left Julia with a battered foot for race day — which they have experienced this year as they aim their Padgett Yamaha towards the scoring positions.

Then from Kidderminster there's Mick Boddice with passenger Chas Birks, the last crew to switch to an LCR.

"The conventional outfit is ideal for places like the Isle of Man," said this year's TT winner Boddice. "But for the grands prix an LCR or the like is becoming a must."

Another to join the grand prix circuit is Barry Brindley from Bawtry with passenger Chris Jones and they are still using a Windle chassis to house their Fowlers of Bristol Yamaha engine.

But despite the ever strengthening British challenge for sidecar world supremacy we still have to look to the continent for the 1985 champions.

With this round at Silverstone and the final to follow at Anderstorp in Sweden next weekend I'll stick my neck out and go for four times champion Swiss Rolf Biland and his passenger Kurt Waltisperg to take the crown again this year despite the close attentions of defending champs Streuer and Bernie Schnieders and West German Werner Schwarzel with new passenger Fritz Buck.

Thirty-four-year old Biland who has chalked up 42 grand prix victories since he entered the world championships in 1974, will be using a new Krauser engine in his LCR outfit at Silverstone.

He ran the prototype for the first time

The title race is on a knife edge — after the Belgian Grand Prix only one point separated Biland/Waltisperg and Schwarzel/Buck (below). (Pics. Ray Daniel)



Streuer to win but are not prepared to stick their necks out for places. "Michel, Schwarzel, Webster they are the ones we shall be aiming at," said Bayley. "But then of course Jones could come up trumps, it's a tricky one."

Mr. and Mrs. Bingham — better known as Dennis and Julia — from Tux-

during practice at Hockenheim and had four engines ready in time for the Dutch TT at Assen which he won in the atrocious conditions after Webster had crashed and Streuer had slowed with brake failure.

"It was nice to win first out with the new engine and although I was a bit lucky, that's part of the game of rac-



Streuer and Schnieders corner at speed — they need a Silverstone victory to maintain their title dreams. (Pic. Ray Daniel)

ing," he said.

After his Assen victory Rolf took the outfit to the ultra quick Francorchamps circuit for the Belgian GP and confirmed his fears that the Krauser engine was not as fast as the Yamahas.

"I was just over six mph slower than fastest through the speed trap than Misato Kumano and almost the same behind Streuer and Schwarzel," said Biland.

In the race sheer riding skill kept him in contention with winner Streuer right up to the last lap when he ran in to gear selection troubles and dropped to second.

For the French GP at Le Mans that followed the Krauser engine was fitted with new crankshafts and cylinder heads and for Silverstone modified barrels are to be added as well.

"It is important that we make it faster than the Yamahas because we want to sell 50 Krauser engines next year and to do that it must be the best," added Biland who is arguably the most professional man in sidecar racing.

Development of the new engine has been carried out in Italy with construction in Switzerland but once perfected the engines will be built at Michael Krauser's workshop in West Germany.

Silverstone goes down as one of the best circuits in the world as far as Biland is concerned but he would like to see the chicane used for the F1 car grand prix retained for the bikes. "I think it would improve the circuit for us quite a lot he said. "I don't understand why they take it away."

"I always think the British riders are the ones to watch out for at the British GP, they always seem to go better at Silverstone than at any other circuit in the world," he added.

Biland first raced at Silverstone in 1975 but it has never produced such an

impressive run of results for him as it has done for Streuer. Although not too impressive at his first visit in 1979, the Dutchman won in 1982, 1983 and last year to make it three in a row.

"I learnt a lot in 1981 when Kenny Williams took over as passenger for me because Bernie was getting over a shoulder injury," said Egbert. "Yes I owe a lot to Kenny for the success we have had over the last three years."

This year the Dutchman reckons he will have his hardest assignment so far as he goes for victory in Britain.

"There are a lot of good riders this year," he said. "Of course there is Rolf who is always a threat and loves a close race but in addition there is Schwarzel who seems to have found a new lease of life and is going faster than ever before. Then of course there are the British riders, in particular Webster who will give me a tough time if he is fully fit."

Schwarzel, trying hard to get back



Michel and Fresc will be looking to cause an upset in the Daily Express World Sidecar Championship round. (Pic. Ray Daniel)

the championship he won in 1982, could be just the man to get a Silverstone victory to add to the other win he scored back in 1977.

Frenchman Alain Michel, twice a Silverstone victor is another definite threat if he can shake off the gremlins that so often ruin his chances.

Others to watch are Kumano and his German passenger Helmut Diehl and Swiss brothers Alfred and Martin Zurbrugg who are having their most consistent season to date.

Another 'Brit' to keep an eye on is Scot Iain Colquhoun who passengers for Dutchman Hein van Drie.

Last year Iain who lives near Jock Taylor's parents and whose ambition was to race with Jock, raced at Silverstone last year with a Swedish driver he considered to be too slow.

"Steve Webster knew how I felt so he fixed it up for me to race with Hein at Belgium last year and we have been together ever since," he said. "He has only been racing sidecars for four years and before that was a solo moto cross champion. He is a good driver but sometimes I think he's still a moto cross rider."

Iain started passengering ten years ago when he was 16 and of all the drivers he has 'chaired' for Ulsterman Lowry Burton stands out for him as one of the best.

For those who can read Dutch take note of the sponsors name on the van Drie outfit and be careful not to blush if you recognise it. Yab-Yum is the name of the biggest and most influential brothel in Amsterdam.

This year the sidecar races at the grands prix have produced the closest battle of the day on more than one occasion — Silverstone has all the hall marks of producing another.

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# Marlboro British Grand Prix



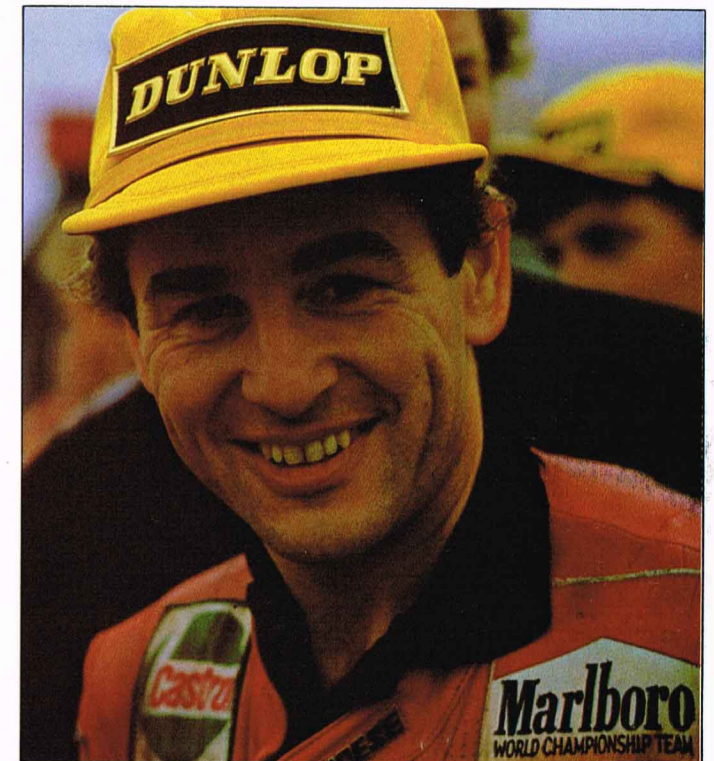
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**1984 World Champion, Eddie Lawson, 500cc Marlboro Yamaha**



**Pictures: Ray Daniel**

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### Friday, 2nd August, 1985

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
17.40 — 18.05	Practice for TT Formula 1

### Saturday, 3rd August, 1985

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 — 14.35	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, 4th August, 1985

06.30 — 10.45	Coach Rides Round the Circuit	
09.00 — 10.45	Pit Road "Walk-About" for holders of Centre Transfers	
11.20	Parade of Flags of the Competing Nations by the Silverstone Racing School and the Chas Mortimer Motor Cycle Racing School	
11.30 — 11.40	125 cc Warm-up session — untimed	
11.50 — 12.00	250 cc Warm-up session — untimed	
12.10 — 12.20	500 cc Warm-up session — untimed	
12.30 — 12.40	Sidecar Warm-up session — untimed	
12.45 — 13.00	Marlboro Aerobatic Team Display	
13.20	MARLBORO BRITISH GRAND PRIX 125 cc	20 laps
14.20	MARLBORO BRITISH GRAND PRIX 250 cc	24 laps
15.20	MARLBORO BRITISH GRAND PRIX 500 cc	28 laps
16.30	DAILY EXPRESS BRITISH GRAND PRIX for SIDECARS	20 laps
17.30	SHELL OILS TT FORMULA 1 RACE	15 laps

The above starting times are approximate

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Freddie Spencer	111	Didier de Radigues	34
Eddie Lawson	94	Raymond Roche	34
Christian Sarron	62	Rob McElnea	19
Wayne Gardner	61	Boet van Dulmen	14
Ron Haslam	57	Sito Pons	11
Randy Mamola	50	Mike Baldwin	11
		Pierre-Etienne Samin	11

250cc			
Freddie Spencer	119	Reinhold Roth	18
Anton Mang	82	Carlos Cardus	17
Martin Wimmer	69	Jacques Cornu	17
Carlos Lavado	67	Manfred Herweh	13
Loris Reggiani	34	Pierre Bolle	12
Fausto Ricci	32	Mario Rademeyer	10
Alan Carter	18	Donnie McLeod	10

125cc			
Fausto Gresini	76	Jean-Claude Selini	26
Pier-Paolo Bianchi	75	Lucio Pietroniro	24
Ezio Gianola	57	Oliver Liegeois	14
Bruno Kneubuhler	50	Johnny Wickstrom	12
August Auinger	42	Jussi Hautaniemi	11
Domenico Brigaglia	30	Alfred Waibel	10

Sidecars			
Werner Schwarzel/Fritz Buck	61	Steve Abbott/Shawn Smith	13
Egbert Streuer/Bernie Schnieders	58	Markus Egloff/Urs Egloff	12
Rolf Biland/Kurt Waltisperg	50	Mick Barton/Simon Birchall	11
Alfred Zurbrugg/Martin Zurbrugg	26	Hans Hugli/Andreas Schutz	8
Steve Webster/Tony Hewitt	22	Frank Wrathall/Grahame Rose	8
Masato Kumano/Helmut Diehl	18	Derek Bayley/Bryan Nixon	7

ACU Shell Oils TT Formula 1 Championship			
Roger Marshall	45	Graeme McGregor	8
Roger Burnett	34	Roland Brown	6
Mick Grant	22	Ken Dobson	4
Ray Swann	11	Paul Iddon	4
Steve Parrish	11	Michael Hunt	3
Dave Morris	11	Mark Salle	3
Tony Rutter	11	Bernard Frost	2
Andy McGladdery	10	Mark Boughton	2
Phil Mellor	9	Dave Pither	1
		Des Barry	1

#### INTERNATIONAL FLAG SIGNALS

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



#### Emergency Services:

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

Our grateful thanks go to the County Fire Officer, Mr. H. Haddock, B.A., F.I.FireE., and units of the Northamptonshire Fire Brigade, the Northampton St. John Ambulance Brigade and to all the voluntary officials without whom this meeting would not be possible.



#### The AUTO-CYCLE UNION

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

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

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

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

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

**Hon. Treasurer:** Mr B.S. Bonny.

**Chief Executive:** Mr A. Tranter

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

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

[illegible]

**Awards:**  
 1st 5,900 S.Frs. and a Marlboro Trophy  
 2nd 4,750 S.Frs. and a Marlboro Trophy  
 3rd 3,600 S.Frs. and a Marlboro Trophy  
 4th 2,950 S.Frs. 5th 2,200 S.Frs. 6th 1,750 S.Frs. 7th 1,550 S.Frs. 8th 1,300 S.Frs. 9th 1,100 S.Frs.  
 10th 1,000 S.Frs. 11th to 15th 900 S.Frs. 16th to 20th 800 S.Frs. 21st to 25th 750 S.Frs. 26th to 30th 650 S.Frs.  
 31st to 36th and above 600 S.Frs.

32

Start 14.20 hrs (approx)

# Marlboro British Grand Prix

## WORLD CHAMPIONSHIP 250 cc RACE

113.04 kms

No.	RIDER/ENTRANT	TOWN/COUNTRY	MACHINE
2	MANFRED HERWEH/Massa Racing	West Germany	Real
3	CARLOS LAVADO/Venemotos Racing	Venezuela	Yamaha
4	ANGEL NIETO/Garelli	Spain	Garelli
5	ANTON MANG	West Germany	Honda
6	JACQUES CORNU/Team Parisienne-Elf	Switzerland	Parisienne
7	MARTIN WIMMER/Lui-Yamaha Team	West Germany	Yamaha
9	ALAN CARTER	Great Britain	Honda
10	JEAN-FRANCOIS BALDE/Pernod	France	Pernod
11	GUY BERTIN	France	Malanca
13	REINHOLD ROTH/Romer Racing	West Germany	Juchem
14	JEAN-MICHEL MATTIOLI	France	Yamaha
15	PATRICK FERNANDEZ/Promoto E.S.T.	France	Cobas
16	IVAN PALAZZESE/Venemotos Racing Team	Venezuela	Yamaha
17	AUGUST AUINGER/Monnet Racing	Austria	Beko Bartol
19	FREDDIE SPENCER/Rothmans Honda	USA	Honda
20	GARY NOEL	Great Britain	E.M.C.
21	PHILIPPE PAGANO	France	Yamaha
22	JEAN-LUC GUILLEMET	France	Yamaha
25	VINCENZO CASCINO	Chile	Cobas
27	MARIO RADEMEYER/Team Heukerott	South Africa	Yamaha
29	JOEY DUNLOP/Ernie Coates Racing	Ireland	Honda
30	STEFANO CARACCHI/Team Italia	Italy	Malanca
31	HUBERT ABOLD	West Germany	Honda
32	MAURIZIO VITALI/Garelli	Italy	Garelli
33	CARLOS CARDUS/J.J. Cobas	Spain	Cobas
34	STEPHAN MERTENS/Team Total	Belgium	Yamaha
35	FAUSTO RICCI/Rothmans Honda	Italy	Honda
36	DONNIE McLEOD/Silverstone Armstrong	Great Britain	Armstrong
38	JEAN-LOUIS GUIGNABODET/M.I.G.	France	M.I.G.
39	LUIS REYES	Colombia	Cobas
40	SIEGFRIED MINICH	Austria	Yamaha
41	PIERRE BOLLE/Team Parisienne-Elf	France	Honda
42	ROLAND FREYMOND/Hostettler	Switzerland	Yamaha
44	HARALD ECKL/Romer Racing	West Germany	Romer Juchem
45	JUAN GARRIGA/J.J. Cobas	Spain	Cobas
46	JEAN FORAY	France	Chevallier
47	THIERRY RAPICAULT	France	Yamaha
48	GEOFF FOWLER/Antonio Gutierrez	Great Britain	Arbizu-Rotax
49	NIALL MACKENZIE/Silverstone Armstrong	Great Britain	Armstrong
50	ANDY WATTS/Ehrlich Automotive	Great Britain	E.M.C.
51	HANS BECKER/Dletr Braun Team	West Germany	Yamaha
52	CES DOORAKKERS/Flair-Zwafink & Wilbens	Netherlands	Honda
53	ANTONIO GARCIA	Spain	Cobas
54	MICHEL GALBIT	France	K.Y.F.
55	EDWIN WEIBEL	Switzerland	Yamaha
56	MAR SCHOUTEN	Netherlands	Yamaha
57	MASSIMO MATTEONI/Honda Italia Hirt	Italy	Honda
58	JOSE DE FAVERI	Belgium	Yamaha
59	RAFAEL FERNANDEZ/Cobas Racing	Spain	Cobas Rotax
60	DOMINIQUE SARRON/Honda-France	France	Honda
61	KARL GRASSEL/Romer Racing Team	West Germany	Honda
62	HERBERT BESENDORFER/Wernberger Kouserverfadrik	West Germany	Yamaha
63	STEVE WILLIAMS/DTR Fowler Yamaha	Great Britain	Fowler Yamaha
64	TONY HEAD	Great Britain	Armstrong
65	TONY ROGERS	Great Britain	Armstrong

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

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

[illegible]

1st 8,450 S.Frs. and a Marlboro Trophy  
2nd 6,750 S.Frs. and a Marlboro Trophy  
3rd 5,100 S.Frs. and a Marlboro Trophy  
4th 4,150 S.Frs. 5th 3,200 S.Frs. 6th 2,750 S.Frs. 7th 2,400 S.Frs. 8th 2,100 S.Frs. 9th 1,750 S.Frs.  
10th 1,550 S.Frs. 11th to 15th 1,400 S.Frs. 16th to 20th 1,250 S.Frs. 21st to 25th 950 S.Frs.  
26th to 30th 700 S.Frs. 31st to 36th and above 700 S.Frs.

28 laps  
81.96 miles  
131.88 kms

No.	RIDER/ENTRANT	TOWN/COUNTRY	MACHINE
1	EDDIE LAWSON/Marlboro Team Agostini	U.S.A.	Yamaha
2	RANDY MAMOLA/Rothmans Honda Mamola	U.S.A	Honda
3	RAYMOND ROCHE/Marlboro Team Agostini	France	Yamaha
4	FREDDIE SPENCER/Rothmans Honda/H.R.C.	U.S.A.	Honda N.S.
5	RON HASLAM/Rothmans Honda Britain	Great Britain	Honda N.S.
6	CHRISTIAN SARRON/Gauloises Yamaha	France	Yamaha
7	WAYNE GARDNER/Rothmans Honda Britain	Australia	Honda N.S.
8	BOET VAN DULMEN/Toshiba	Netherlands	Honda
9	DIDIER DE RADIGUES/Honda Benelux Elf	Belgium	Honda R.S.
12	THIERRY ESPIE	France	Chevallier
13	FRANCO UNCINI/HB Suzuki GP Team	Italy	Suzuki
20	EERO HYVARINEN	Finland	Honda R.S.
21	GARY LINGHAM/Myers Motorcycles	Great Britain	Suzuki
22	ROGER BURNETT/Rothmans Honda Britain	Great Britain	Honda R.S.
27	MASSIMO BROCCOLI	Italy	Suzuki
28	GUSTAV REINER/Zwafink & Wilbas Racing	West Germany	Honda
29	KEITH HUEWEN	Great Britain	Honda
30	SITO PONS/HB Suzuki GP Team	Spain	Suzuki
32	DAVE PETERSON/Kreepy Krauly Racing	South Africa	Honda R.S.
33	ROB McELNEA/Skoal Bandit Heron Suzuki	Great Britain	Suzuki
34	FABIO BILIOTTI/Team Italia	Italy	Honda R.S.
37	ROB PUNT/Oud Bier	Netherlands	Suzuki
38	MARCO PAPA	Italy	Suzuki
39	ARMANDO ERRICO/Team Italia	Italy	Honda R.S.
40	CHRISTIAN LE LIARD/Team Elf c/o ROC	France	Honda R.S.
41	CARLOS MORANTE	Spain	Suzuki
42	MARK SALLE/Royal Cars	Great Britain	Suzuki
43	SIMON BUCKMASTER/Sid Griffiths Racing/Duckhams	Great Britain	Suzuki
44	DAVID GRIFFITH	Great Britain	Suzuki
45	PAUL IDDON/David Brown M/C	Great Britain	Suzuki
46	CHRIS MARTIN	Great Britain	Suzuki
47	MARK ORDIDGE/Gateford Motors	Great Britain	Suzuki
48	MASSIMO MESSERE/Team Italia	Italy	Honda
49	MARCO LUCCHINELLI/Cagiva	Italy	Cagiva
50	LEANDRO BECHERONI	Italy	Suzuki
51	ROGER MARSHALL/Rothmans Honda Britain	Great Britain	Honda R.S.
52	WOLFGANG VON MURALT/Frankonia-Suzuki	Switzerland	Suzuki
54	JOSEF RAGGINER/A.R.B.O.	Austria	Suzuki
55	PAUL LEWIS/Skoal Bandit Heron Suzuki	Australia	Suzuki
56	MARCO GENTILE	Switzerland	Yamaha
57	STEVE PARRISH/Mitsui Yamaha-Loctite	Great Britain	Yamaha
58	DIETMAR MEYER	West Germany	Honda R.S.
59	NEIL ROBINSON/Jim Finlay Racing	Northern Ireland	Suzuki
60	MAARTEN DUYZERS/Werther B.V.	Netherlands	Suzuki
61	PETER LEMSTRA/Blitz Racing	Netherlands	Suzuki
62	KARL TRUCHSESS	Austria	Honda
64	TONY MORAN/Lianum Window Systems	Great Britain	Suzuki

**Lap Record:** Kenny Roberts (Yamaha)  
**Race Record:** Randy Mamola (Honda)

1 min. 28.20 secs.	119.47 mph	192.27 kmh
42 mins. 18.64 secs.	116.22 mph	187.04 kmh

## RESULTS

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

### Awards:

1st 14,850 S.Frs. and a Marlboro Trophy  
2nd 11,650 S.Frs. and a Marlboro Trophy  
3rd 8,600 S.Frs. and a Marlboro Trophy  
4th 6,900 S.Frs. 5th 4,900 S.Frs. 6th 3,950 S.Frs. 7th 3,550 S.Frs. 8th 3,100 S.Frs. 9th 2,750 S.Frs.  
10th 2,400 S.Frs. 11th to 15th 2,150 S.Frs. 16th to 20th 1,950 S.Frs. 21st to 25th 1,800 S.Frs.  
26th to 30th 750 S.Frs. 31st to 36th and above 750 S.Frs.

20 laps  
58.54 miles  
94.20 kms

No.	RIDER/PASSENGER/ENTRANT	TOWN/COUNTRY	MACHINE
1	EGBERT STREUER/BERNARD SCHNIEDERS/Barclay	Netherlands	LCR Yamaha
2	WERNER SCHWARZEL/FRITZ BUCK/Krauser Racing	West Germany	Yamaha
3	ALAIN MICHEL/JEAN MARC FRESC/Krauser Racing	France	Krauser LCR
4	ROLF BILAND/KURT WALDISPERG/Krauser	Switzerland	Krauser
5	DEREK JONES/BRIAN AYRES	Great Britain	LCR
6	MASATO KUMANO/HELMUT DIEHL	Japan	Yamaha
7	STEVE ABBOTT/SEAN SMITH/Team Ham-Yam Racing	Great Britain	Ham-Yam
8	STEVE WEBSTER/TONY HEWITT	Great Britain	LCR
9	MARKUS EGLOFF/URS EGLOFF	Switzerland	LCR Yamaha
10	THEO VAN KEMPEN/JERAL DE HAAS	Netherlands	LCR Yamaha
11	HANS-RUDOLF CHRISTINAT/MARKUS FAHRNI	Switzerland	LCR Yamaha
12	RENE PROGIN/YVAN HUNZIKER	Switzerland	Seymaz
14	LUIGI CASAGRANDE/RENE NYDEGGER	Switzerland	LCR Yamaha
15	DEREK BAYLEY/BRYAN NIXON/David Brown Racing	Great Britain	LCR Yamaha
17	ROLF STEINHAUSEN/BRUNO HILLER/ARO Grossvertrieb	West Germany	A.R.O. 500
18	JACQUES HERIOT/JEAN-LOUIS HERIOT	France	Seymaz-Yamaha
19	LOWRY BURTON/JEFF LEICH/Bran Bardsley	Northern Ireland	Yamaha
20	MARTIN KOOY/RAIMOND GROEP/Kova Techniek	Netherlands	Kova Yamaha
21	DOUG CHIVAS/MARGARET HALLIDAY	Australia	Peter Built
22	MICK BARTON/SIMON BIRCHALL/Capital Car, Van, Truck Rental	Great Britain	LCR Yamaha
23	ALFRED ZURBRUEGG/MARTIN ZURBRUEGG	Switzerland	LCR Yamaha
24	DENNIS BINGHAM/JULIA BINGHAM/Padgetts of Batley	Great Britain	Padgett LCR
25	HEIN VAN DRIE/IAIN COLQUHOUN	Netherlands	LCR Yamaha
26	WOLFGANG STROPEK/HANS-PETER DEMLING	Austria	LCR
27	MICK BODDICE/CHAS BIRKS/Brian Bardsley	Great Britain	Yamaha
28	BARRY BRINDLEY/CHRIS JONES/Fowlers/DT Racing	Great Britain	Yamaha
29	CLIVE STIRRAT/GRAHAME ROSE	Great Britain	B.L.R.
30	DAVE HALLAM/BARRY DUNN/Ray Bart	Great Britain	Windle Yamaha
31	FRANK WRATHALL/PHIL SPENDLOVE/Stoppers	Great Britain	Seymez
32	GRAHAM GLEESON/KERRY CHAPMAN	Great Britain	LCR Yamaha
33	JOHN BARKER/STEVE CHINA/Target Transfers	Great Britain	Windle Yamaha
34	GARY THOMAS/GEOFF WHITE/Bearing Service Ltd.	Great Britain	LCR Yamaha
35	JUDD DREW/ANDY WADSWORTH	Great Britain	B.L.R.
36	RAY GARDNER/TONY STEVENS	Great Britain	LCR
37	JULIEN VAN DIJEK/WOLFGANG RIGA/S.K.C. Belgium	Belgium	LCR Yamaha
38	JOS MODDER/MARTIN KLOOSTER	Netherlands	LCR Yamaha
39	EGON SCHONS/R. DERRMAN	West Germany	Busch Yamaha
40	STEWART RICH/MERVYN NOBLE/Retford Motor Club	Great Britain	Hempsall Yamaha
41	JOHN EVANS/GEOFF WILBRAHAM/Lockside Engineering	Great Britain	Lockyam
42	MICK ARTHUR/STEVEN GROVES	Great Britain	Yamaha
43	DAVID COTTON/ROLAND REAY/Marshall Yamaha	Great Britain	LCR Yamaha
44	TONY SMITH/PETE BROWN	Great Britain	LCR Yamaha

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

## RESULTS

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

DAILY EXPRESS



DAILY EXPRESS

[illegible]

### Awards:

1st 11,000 S.Frs. and the Daily Express Trophies.  
2nd 8,500 S.Frs. and the Daily Express Trophies.  
3rd 6,400 S.Frs. and the Daily Express Trophies.  
4th 4,900 S.Frs. 5th 3,550 S.Frs. 6th 3,000 S.Frs. 7th 2,500 S.Frs. 8th 2,150 S.Frs. 9th 1,950 S.Frs.  
10th 1,800 S.Frs. 11th to 15th 1,700 S.Frs. 16th to 20th 1,350 S.Frs. 21st to 25th 1,000 S.Frs.  
26th to 30th 900 S.Frs. 31st to 36th and above 800 S.Frs.

$$\begin{array}{r} 10,500 \\ 230 \overline{) 2350} \\ \underline{230} \phantom{0} \\ 50 \phantom{0} \\ 230 \overline{) 232134} \\ \underline{230} \phantom{00} \\ 21 \phantom{00} \\ 230 \overline{) 232134} \\ \underline{230} \phantom{00} \\ 21 \phantom{00} \\ 230 \overline{) 232134} \\ \underline{230} \phantom{00} \\ 21 \phantom{00} \\ 230 \overline{) 232134} \\ \underline{230} \phantom{00} \\ 21 \phantom{00} \end{array}$$

Start 17.30 hrs (approx)

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

70.65 kms

<b>Lap Record:</b> Wayne Gardner (Honda)	1 min. 32.28 secs.	114.18 mph	183.75 kmh
<b>Race Record:</b> Roger Marshall (Suzuki)	23 mins. 19.78 secs.	112.92 mph	181.72 kmh

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

[illegible]

4th £200. 5th £175. 6th £125. 7th £100. 8th £80. 9th £70. 10th £50.

# 1985 WORLD CHAMPIONSHIP GRANDS PRIX

## Results so far:

### SOUTH AFRICAN GRAND PRIX - March 23rd - Kyalami

<b>500cc</b>	
1. Eddie Lawson (Yamaha)	106.75 mph
2. Freddie Spencer (Honda)	
3. Wayne Gardner (Honda)	
Fastest Lap: Freddie Spencer	1 min. 24.91 secs. 107.86 mph

<b>250cc</b>	
1. Freddie Spencer (Honda)	102.08 mph
2. Anton Mang (Honda)	
3. Mario Rademeyer (Yamaha)	
Fastest Lap: Mario Rademeyer	1 min. 28.14 secs. 103.64 mph

### SPANISH GRAND PRIX - May 5th - Jarama

<b>500cc</b>	
1. Freddie Spencer (Honda)	81.47 mph
2. Eddie Lawson (Yamaha)	
3. Christian Sarron (Yamaha)	
Fastest Lap: Freddie Spencer	1 min. 28.99 secs. 83.25 mph

<b>250cc</b>	
1. Carlos Lavado (Yamaha)	79.48 mph
2. Martin Wimmer (Yamaha)	
3. Anton Mang (Honda)	
Fastest Lap: Freddie Spencer (Honda)	1 min. 32.05 secs. 80.48 mph

<b>125cc</b>	
1. Pier Paolo Bianchi (MBA)	75.83 mph
2. Fausto Gresini (Garelli)	
3. Domenico Brigaglia (MBA)	
Fastest Lap: Pier Paolo Bianchi	1 min. 35.55 secs. 77.75 mph

### WEST GERMAN GRAND PRIX - May 19th - Hockenheim

<b>500cc</b>	
1. Christian Sarron (Yamaha)	106.63 mph
2. Freddie Spencer (Honda)	
3. Ron Haslam (Honda)	
Fastest Lap: Christian Sarron	2 mins. 19.68 secs. 108.69 mph

<b>250cc</b>	
1. Martin Wimmer (Yamaha)	101.36 mph
2. Freddie Spencer (Honda)	
3. Anton Mang (Honda)	
Fastest Lap: Martin Wimmer	2 mins. 27.48 secs. 102.94 mph

<b>125cc</b>	
1. August Auinger (MBA)	93.19 mph
2. Fausto Gresini (Garelli)	
3. Pier Paolo Bianchi (MBA)	
Fastest Lap: August Auinger	2 mins 38.35 secs. 95.87 mph

<b>Sidcars</b>	
1. Werner Schwarzel/Fritz Buck (Yamaha)	100.73 mph
2. Steve Webster/Tony Hewitt (Yamaha)	
3. Egbert Streuer/Bernie Schnieders (Yamaha)	
Fastest Lap: Steve Webster/Tony Hewitt	2 mins. 28.76 secs. 102.18 mph

### ITALIAN GRAND PRIX - May 26th - Mugello

<b>500cc</b>	
1. Freddie Spencer (Honda)	94.71 mph
2. Eddie Lawson (Yamaha)	
3. Wayne Gardner (Honda)	
Fastest Lap: Freddie Spencer	2 mins. 02.22 secs. 95.94 mph

<b>250cc</b>	
1. Freddie Spencer (Honda)	92.46 mph
2. Carlos Lavado (Yamaha)	
3. Fausto Ricci (Honda)	
Fastest Lap: Freddie Spencer	2 mins 05.57 secs. 93.38 mph

<b>125cc</b>	
1. Pier Paolo Bianchi (MBA)	88.27 mph
2. Ezio Gianola (Garelli)	
3. Lucio Pietroniro (MBA)	
Fastest Lap: Luca Cadorla (MBA)	2 mins. 10.70 secs. 89.77 mph

### AUSTRIAN GRAND PRIX - June 2nd - Salzburgring

<b>500cc</b>	
1. Freddie Spencer (Honda)	116.55 mph
2. Eddie Lawson (Yamaha)	
3. Christian Sarron (Yamaha)	
Fastest Lap: Freddie Spencer	1 min. 18.18 secs. 121.28 mph

<b>250cc</b>	
1. Freddie Spencer (Honda)	112.03 mph
2. Anton Mang (Honda)	
3. Fausto Ricci (Honda)	
Fastest Lap: Freddie Spencer	1 min 23.27 secs. 113.86 mph

<b>125cc</b>	
1. Fausto Gresini (Garelli)	105.61 mph
2. August Auinger (MBA)	
3. Ezio Gianola (Garelli)	
Fastest Lap: Fausto Gresini	1 min. 28.13 secs. 107.58 mph

<b>Sidcars</b>	
1. Rolf Biland/Kurt Waltisperg (Krauser)	101.26 mph
2. Werner Schwarzel/Fritz Buck (Yamaha)	
3. Steve Webster/Tony Hewitt (Yamaha)	
Fastest Lap: Werner Schwarzel/Fritz Buck	1 min. 26.58 secs. 109.51 mph

### YUGOSLAVIAN GRAND PRIX - June 16th - Rijeka

<b>500cc</b>	
1. Eddie Lawson (Yamaha)	99.89 mph
2. Freddie Spencer (Honda)	
3. Wayne Gardner (Honda)	
Fastest Lap: Eddie Lawson	1 min. 31.78 secs. 101.58 mph

<b>250cc</b>	
1. Freddie Spencer (Honda)	97.46 mph
2. Carlos Lavado (Yamaha)	
3. Loris Reggiani (Aprilia)	
Fastest Lap: Freddie Spencer	1 min. 34.80 secs. 98.35 mph

### DUTCH TT - June 29th - Assen

<b>500cc</b>	
1. Randy Mamola (Honda)	90.06 mph
2. Ron Haslam (Honda)	
3. Wayne Gardner (Honda)	
Fastest Lap: Wayne Gardner	2 mins. 28.66 secs. 92.30 mph

<b>250cc</b>	
1. Freddie Spencer (Honda)	90.98 mph
2. Martin Wimmer (Yamaha)	
3. Anton Mang (Honda)	
Fastest Lap: Martin Wimmer	2 mins. 26.84 secs. 93.94 mph

<b>125cc</b>	
1. Pier Paolo Bianchi (MBA)	83.50 mph
2. Ezio Gianola (Garelli)	
3. Fausto Gresini (Garelli)	
Fastest Lap: Jussi Hautaniemi (MBA)	2 mins 40.72 secs. 85.37 mph

### Sidcars

1. Rolf Biland/Kurt Waltisperg (Krauser)	93.76 mph
2. Werner Schwarzel/Fritz Buck (Yamaha)	
3. Egbert Streuer/Bernie Schnieders (Yamaha)	
Fastest Lap: Steve Webster/Tony Hewitt (Yamaha)	2 mins. 22.45 secs. 96.33 mph

### BELGIAN GRAND PRIX - July 7th - Spa-Francorchamps

<b>500cc</b>	
1. Freddie Spencer (Honda)	103.78 mph
2. Eddie Lawson (Yamaha)	
3. Christian Sarron (Yamaha)	
Fastest Lap: Eddie Lawson	2 mins. 28.35 secs. 104.65 mph

<b>250cc</b>	
1. Freddie Spencer (Honda)	98.35 mph
2. Carlos Lavado (Yamaha)	
3. Anton Mang (Honda)	
Fastest Lap: Freddie Spencer	2 mins. 36.12 secs. 99.44 mph

<b>125cc</b>	
1. Fausto Gresini (Garelli)	92.19 mph
2. Bruno Kneubuhler (MBA)	
3. Lucio Pietroniro (MBA)	
Fastest Lap: August Auinger (MBA)	2 mins. 45.36 secs. 93.88 mph

### Sidcars

1. Egbert Streuer/Bernie Schnieders (Yamaha)	97.47 mph
2. Rolf Biland/Kurt Waltisperg (Krauser)	
3. Werner Schwarzel/Fritz Buck (Yamaha)	
Fastest Lap: Egbert Streuer/Bernie Schnieders	2 mins. 36.05 secs. 99.48 mph

### FRENCH GRAND PRIX - July 21st - Le Mans

<b>500cc</b>	
1. Freddie Spencer (Honda)	100.29 mph
2. Raymond Roche (Yamaha)	
3. Randy Mamola (Honda)	
Fastest Lap: Christian Sarron (Yamaha)	1 min. 33.92 secs. 101.57 mph

<b>250cc</b>	
1. Freddie Spencer (Honda)	95.36 mph
2. Anton Mang (Honda)	
3. Fausto Ricci (Honda)	
Fastest Lap: Freddie Spencer	1 min. 39.10 secs. 96.26 mph

<b>125cc</b>	
1. Ezio Gianola (Garelli)	88.80 mph
2. Fausto Gresini (Garelli)	
3. Bruno Kneubuhler (MBA)	
Fastest Lap: Ezio Gianola	1 min. 45.08 secs. 90.26 mph

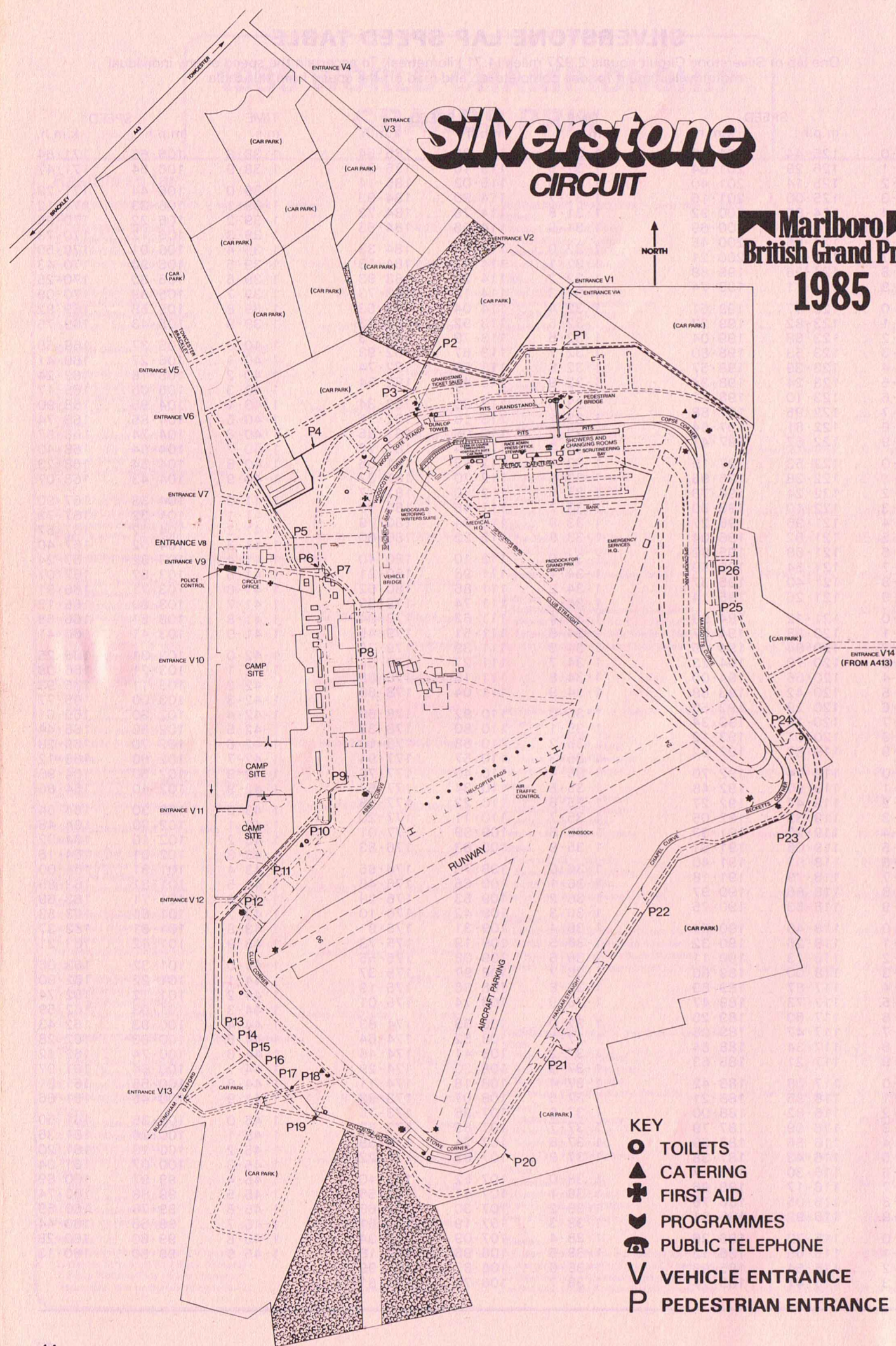
### Sidcars

1. Egbert Streuer/Bernie Schnieders (LCR Yamaha)	93.68 mph
2. Werner Schwarzel/Fritz Buck (LCR Yamaha)	
3. Masato Kumano/Helmut Diehl (LCR Yamaha)	
Fastest Lap: Egbert Streuer/Bernie Schnieders	1 min. 39.50 secs. 95.27 mph

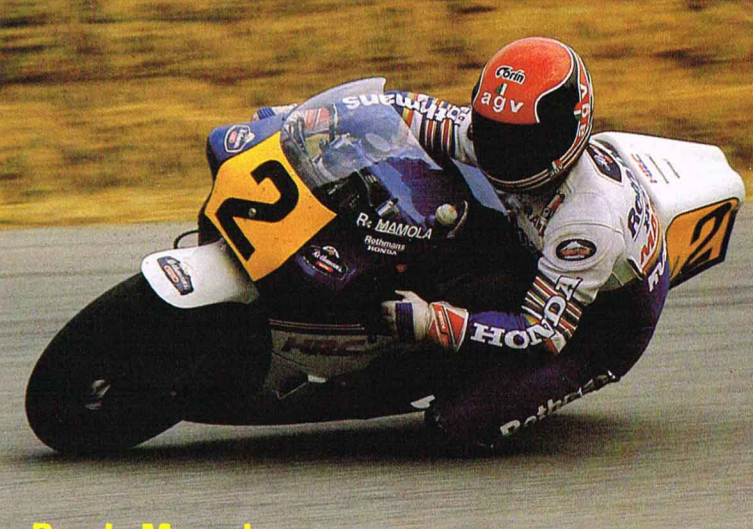
## SILVERSTONE LAP SPEED TABLE

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.
1.24.0	125.44	201.88	1.31.4	115.29	185.54
1.24.1	125.29	201.64	1.31.5	115.16	185.34
1.24.2	125.14	201.40	1.31.6	115.03	185.14
1.24.3	125.00	201.16	1.31.7	114.90	184.93
1.24.4	124.85	200.92	1.31.8	114.78	184.73
1.24.5	124.70	200.69	1.31.9	114.66	184.53
1.24.6	124.55	200.45	1.32.0	114.54	184.33
1.24.7	124.41	200.21	1.32.1	114.42	184.13
1.24.8	124.26	199.98	1.32.2	114.29	183.93
1.24.9	124.11	199.74	1.32.3	114.16	183.73
1.25.0	123.97	199.51	1.32.4	114.04	183.53
1.25.1	123.82	199.27	1.32.5	113.92	183.33
1.25.2	123.68	199.04	1.32.6	113.79	183.13
1.25.3	123.53	198.80	1.32.7	113.67	182.93
1.25.4	123.39	198.57	1.32.8	113.55	182.74
1.25.5	123.24	198.34	1.32.9	113.43	182.54
1.25.6	123.10	198.11	1.33.0	113.30	182.34
1.25.7	122.95	197.88	1.33.1	113.18	182.15
1.25.8	122.81	197.64	1.33.2	113.06	181.95
1.25.9	122.67	197.41	1.33.3	112.94	181.76
1.26.0	122.53	197.19	1.33.4	112.82	181.56
1.26.1	122.38	196.96	1.33.5	112.70	181.32
1.26.2	122.24	196.73	1.33.6	112.58	181.17
1.26.3	122.10	196.50	1.33.7	112.46	180.98
1.26.4	121.96	196.27	1.33.8	112.34	180.79
1.26.5	121.82	196.04	1.33.9	112.22	180.60
1.26.6	121.68	195.82	1.34.0	112.10	180.40
1.26.7	121.54	195.59	1.34.1	111.98	180.21
1.26.8	121.40	195.37	1.34.2	111.86	180.02
1.26.9	121.26	195.14	1.34.3	111.74	179.83
1.27.0	121.12	194.99	1.34.4	111.62	179.64
1.27.1	120.98	194.67	1.34.5	111.51	179.45
1.27.2	120.84	194.45	1.34.6	111.39	179.26
1.27.3	120.70	194.23	1.34.7	111.27	179.07
1.27.4	120.56	194.00	1.34.8	111.15	178.88
1.27.5	120.42	193.88	1.34.9	111.04	178.69
1.27.6	120.29	193.56	1.35.0	110.92	178.50
1.27.7	120.15	193.34	1.35.1	110.80	178.32
1.27.8	120.01	193.12	1.35.2	110.68	178.13
1.27.9	119.87	192.92	1.35.3	110.57	177.94
1.28.0	119.74	192.70	1.35.4	110.45	177.76
1.28.1	119.60	192.48	1.35.5	110.34	177.57
1.28.2	119.47	192.27	1.35.6	110.22	177.38
1.28.3	119.33	192.05	1.35.7	110.11	177.20
1.28.4	119.20	191.83	1.35.8	109.99	177.01
1.28.5	119.06	191.61	1.35.9	109.83	176.83
1.28.6	118.93	191.40	1.36.0	109.76	176.65
1.28.7	118.79	191.18	1.36.1	109.65	176.46
1.28.8	118.66	190.97	1.36.2	109.53	176.28
1.28.9	118.53	190.75	1.36.3	109.42	176.10
1.29.0	118.40	190.54	1.36.4	109.31	175.91
1.29.1	118.26	190.32	1.36.5	109.19	175.73
1.29.2	118.13	190.11	1.36.6	109.08	175.55
1.29.3	118.00	189.90	1.36.7	108.97	175.37
1.29.4	117.87	189.69	1.36.8	108.86	175.19
1.29.5	117.73	189.47	1.36.9	108.74	175.01
1.29.6	117.60	189.26	1.37.0	108.63	174.83
1.29.7	117.47	189.05	1.37.1	108.52	174.64
1.29.8	117.34	188.84	1.37.2	108.41	174.46
1.29.9	117.21	188.63	1.37.3	108.30	174.29
1.30.0	117.08	188.42	1.37.4	108.18	174.11
1.30.1	116.95	188.21	1.37.5	108.07	173.93
1.30.2	116.82	188.00	1.37.6	107.96	173.75
1.30.3	116.69	187.79	1.37.7	107.85	173.57
1.30.4	116.56	187.59	1.37.8	107.74	173.39
1.30.5	116.43	187.38	1.37.9	107.63	173.22
1.30.6	116.30	187.17	1.38.0	107.52	173.04
1.30.7	116.17	186.96	1.38.1	107.41	172.86
1.30.8	116.05	186.76	1.38.2	107.30	172.69
1.30.9	115.92	186.51	1.38.3	107.19	172.51
1.31.0	115.79	186.36	1.38.4	107.09	172.34
1.31.1	115.66	186.13	1.38.5	106.98	172.18
1.31.2	115.54	185.93	1.38.6	106.87	171.99
1.31.3	115.41	185.74	1.38.7	106.76	171.81



Christian Sarron



Randy Mamola



1985



# Marlboro

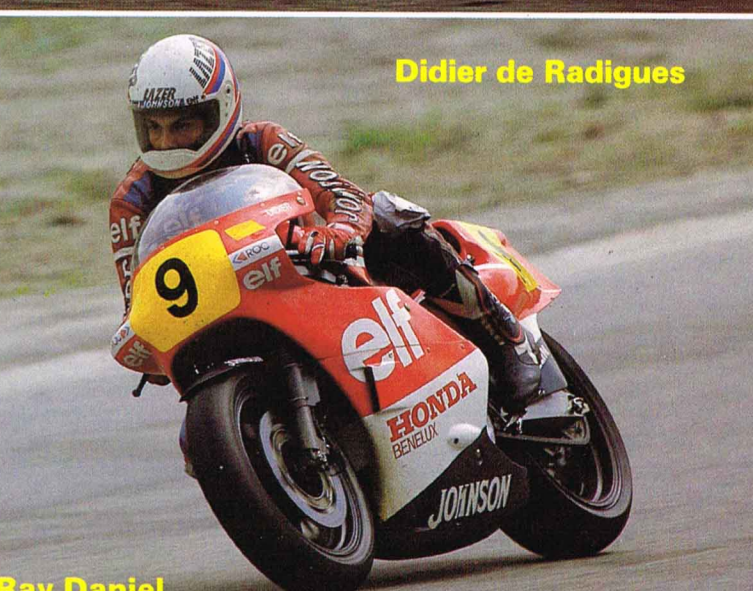
# British Motorcycle Grand Prix



Ron Haslam



Wayne Gardner

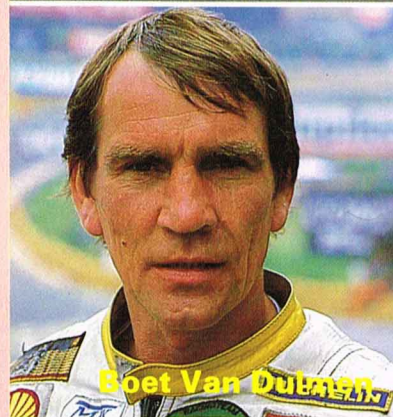


Didier de Radigues

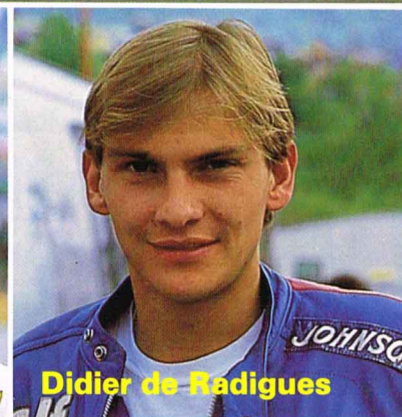
Pictures: Don Morley/Ray Daniel



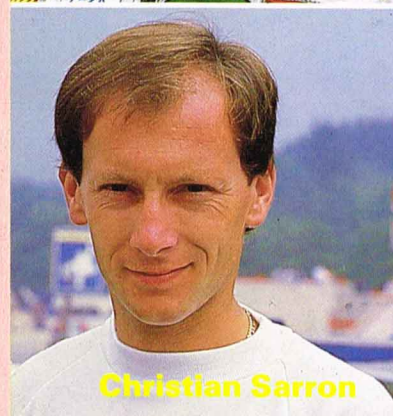
Franco Uncini



Boet Van Dulmen



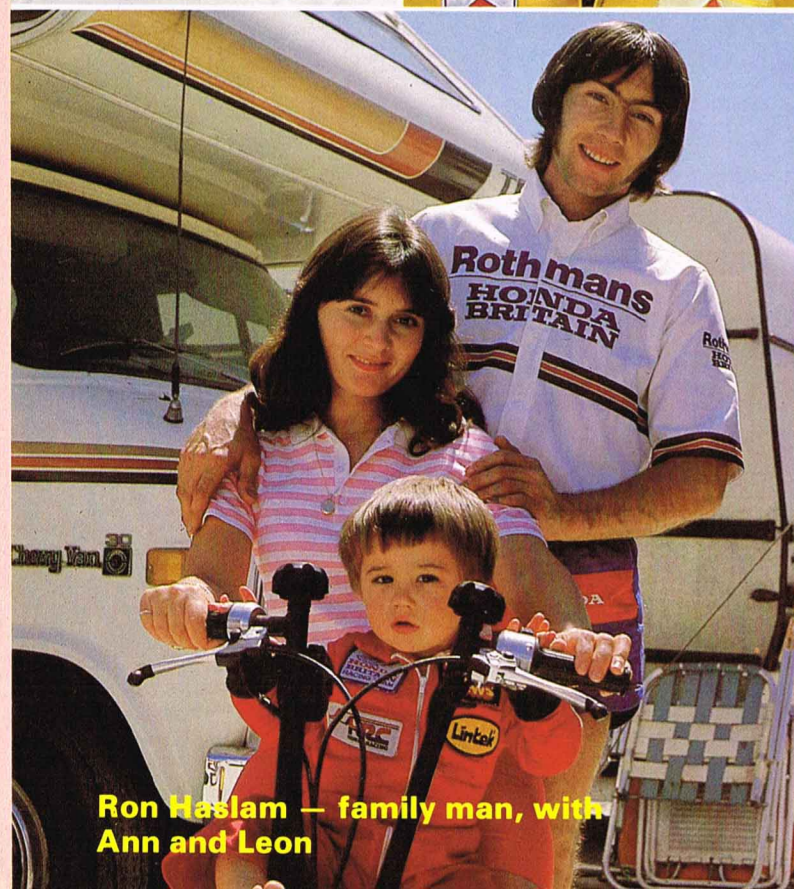
Didier de Radigues



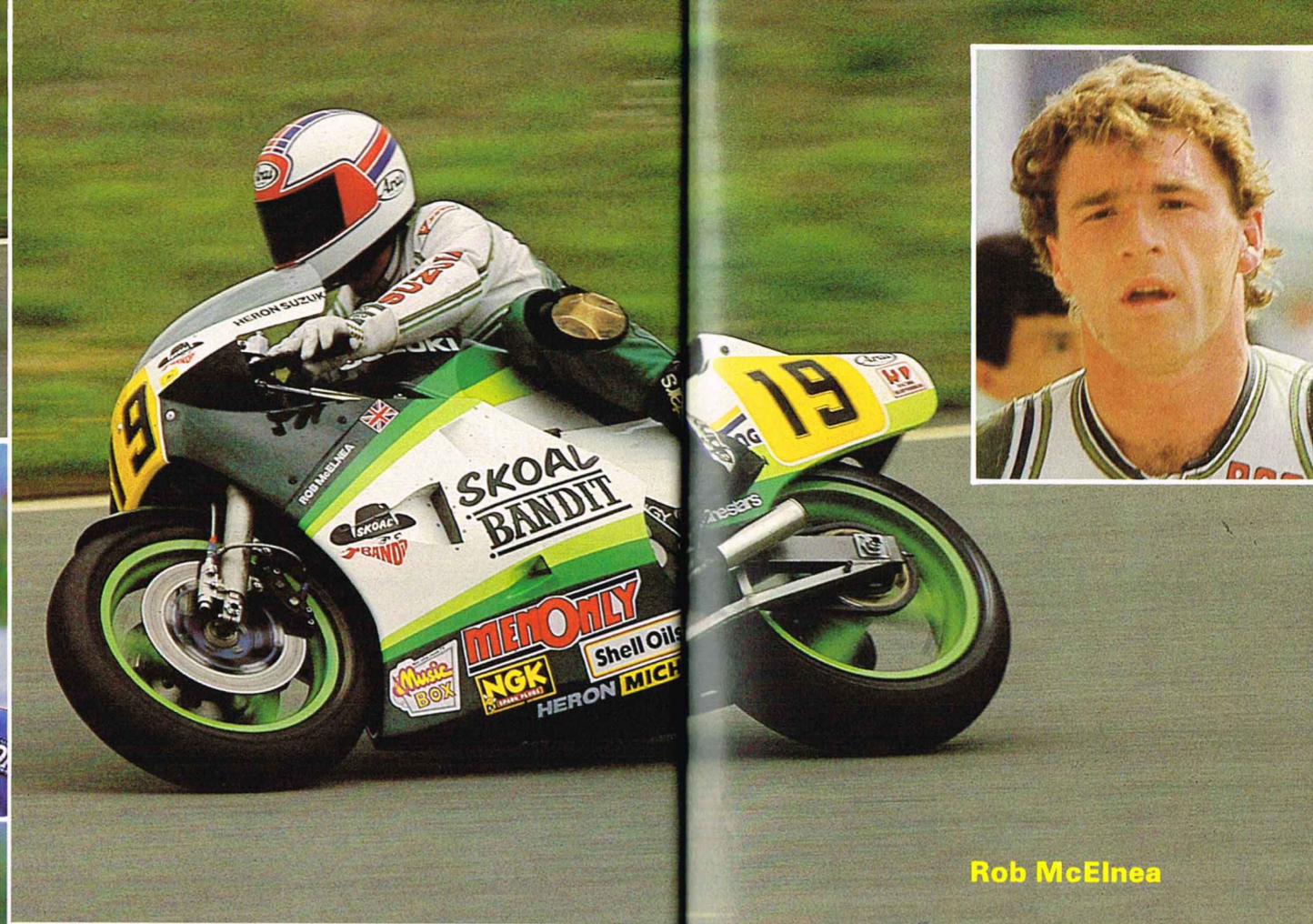
Christian Sarron



Sito Pons



Ron Haslam — family man, with Ann and Leon



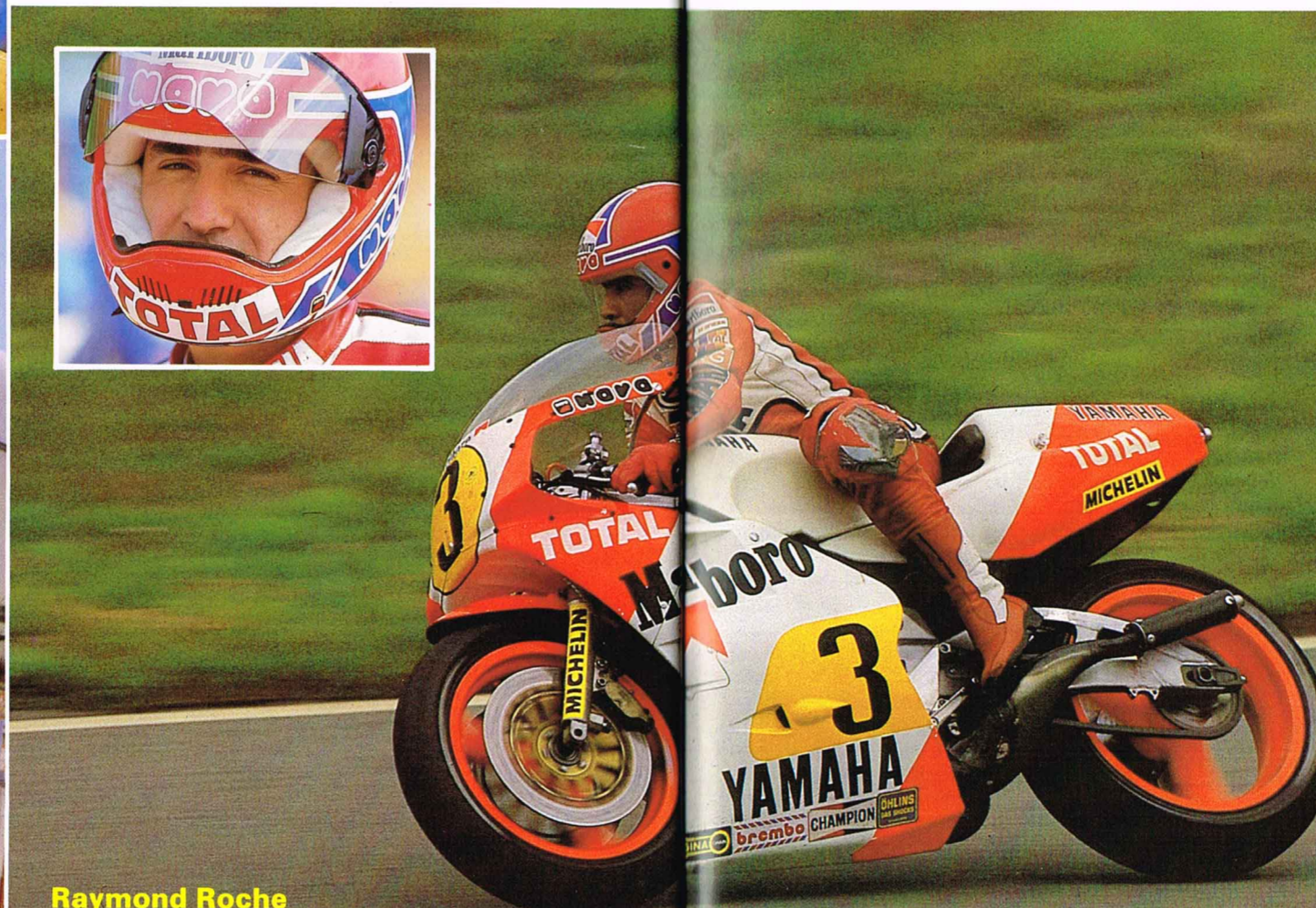
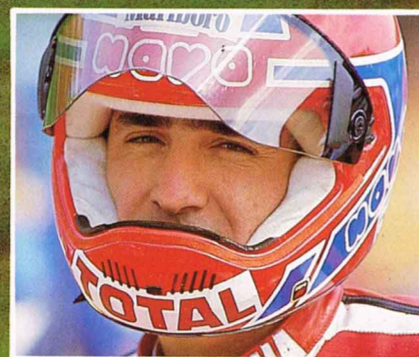
Rob McElnea



1985



British Motorcycle Grand Prix



Raymond Roche



Freddie Spencer — 250cc Honda



Toni Mang — 250cc Honda



Martin Wimmer — 250cc Yamaha



Carlos Lavado — 250cc Yamaha



The Marlboro Aerobatic Team bring a spectacular "new look" to their 1985 Formation Display — the first ever **single-seater** Pitts Special Formation Duo to appear in the UK.

The Team's professional ex-Air Force pilots are delighted with the much improved performance and flying characteristics of the new Pitts S1's. With a 20% increase in power-to-weight ratio, and exceptional all round rolling performance, they can now include many more of their most spectacular manoeuvres in their 12-minute, "all action" display.

The display demonstrates dramatically the versatility of these remarkable aircraft — their remarkable rate of climb allows the Team to commence their display much lower and maintain higher speeds throughout the show. The Pitts S1 is unrivalled for its flick-rolling ability — well demonstrated by one of this year's new manoeuvres, the "Multiple Opposition Flick Roll".

Most of the manoeuvres are entered at about 160mph, and such speed and precision requires intense practise and perfect judgement. When not flying displays, the pilots spend a great deal of time practising and perfecting their skills.

The Marlboro Aerobatic Team guarantee a professional and spectacular display. The show includes close-formation, opposition,



synchronised flying and top level solo aerobatics, and their famous finale, the "MARLBORO BREAK", is guaranteed to draw gasps from the crowd!

#### Aircraft Specification

Engine: 180hp Lycoming  
Display power/weight ratio: 5.6 lbs/hp  
Rate of climb: 3000 feet per minute  
Stall speed: 60 miles per hour  
Max speed: 203 miles per hour  
Cruise speed: 140 miles per hour  
Max weight: 1150 lbs  
Range: 300 miles

#### The Pilots

**Philip Meeson** — A former RAF pilot, Philip Meeson has taken a keen interest in aerobatics from his earliest flying days, and when he left the RAF to pursue a civilian career he concentrated on aerobatic flying,

competing at every opportunity in UK events. He first won the British Championship in 1978 and held the title for four consecutive years. He has also represented Great Britain at European and World Championships since 1975, and captained the British Team which went to the World Aerobatic Championship in the USA in 1980.

He first flew solo under the Marlboro banner in 1978, since when the Marlboro Aerobatic Team has grown into a formation team. Apart from his Team involvement, Philip manages to find time to run Channel Express, a freight distribution company which delivers Channel Island flowers by air and lorry.

**Nigel Lamb** — 28-year old ex-Rhodesian Air Force pilot Nigel Lamb is now in his fourth season with the Team. His Air Force career was not without excitement — during training he survived a forced landing in the dense Rhodesian bush, and later saw active service in the confrontation, logging more than 1500 operational hours. After this tour he qualified as an instructor on the Siai Marchetti SF260. Nigel loves flying with the Team, especially as it has enabled him to fulfil a longstanding ambition to see Europe.

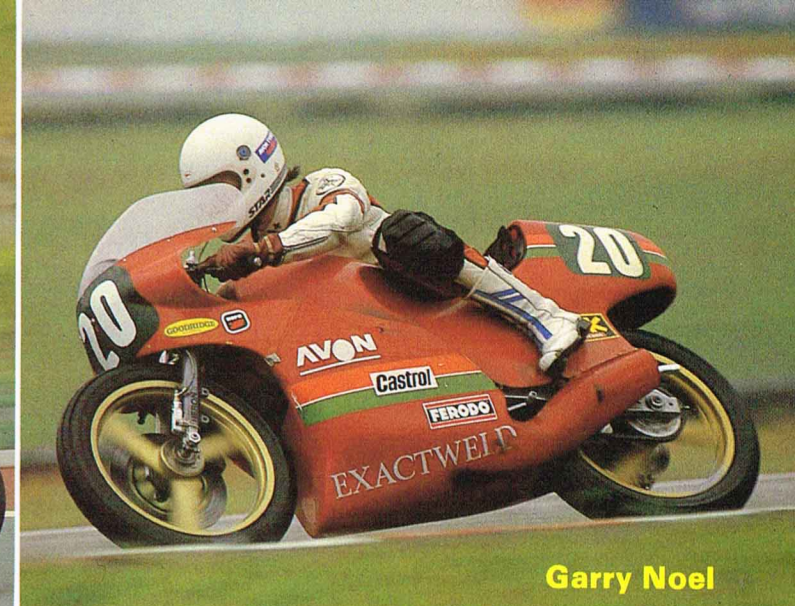
**Ian Peacocke** — 29-year-old Ian Peacocke, also hails from the African continent, although he claims he can trace Kentish origins just two generations back! Like so many successful pilots Ian started flying by scrounging rides until he was old enough to be accepted for Air Force training. He learned to fly on the Piston Provost and Impala aircraft, gaining his wings in 1976, after which he qualified as a helicopter pilot and became an instructor. He then spent an exciting three years in the Sultan of Oman's Air Force before joining the Team. Between flying seasons he goes home to Zimbabwe to help run the family business and work with the Zimbabwe National Parks and Wildlife Operations on conservation. His exploits have included capturing crocodiles on the Zambesi — strictly for stock breeding!



Marlboro Aerobatic Team pilots Ian Peacocke, Philip Meeson and Nigel Lamb with (in front) Team commentator Peter McNamara.



Alan Carter



Garry Noel



Siland and Waltisberg



Niall Mackenzie



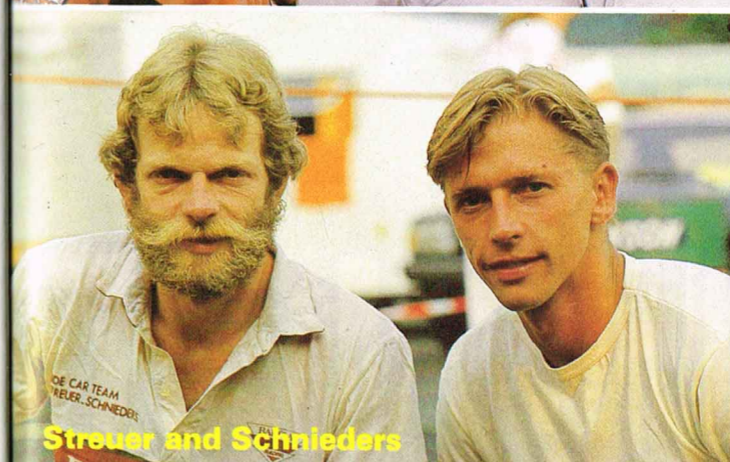
Schwarzel and Buck



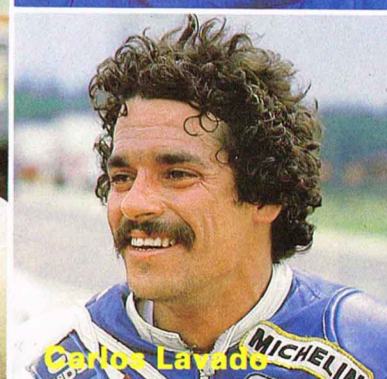
Fausto Gresini



P.P. Bianchi



Streuer and Schnieders



Carlos Lavado



Ezio Gianola

**Shell Oils**

**Shell Oils**

**SheDils**

**Shell Oils**

**Shell Oils**

**SUCCESSFUL RIGHT FROM THE START.**



# THE PRODUCTION TT NO GREATER TEST FOR TYRES.

37¾ miles per lap, averaging over 100mph through town and country, street and mountain. The Production TT. Sounds like fun? Not for tyres.

Probably the greatest test for tyres, the course takes the riders through the tight corners at Quarterbridge up to speeds around 160mph on the Highlander straight. Flying over Ballaugh Bridge out onto the rainy mountain section, scraping down through Creg-ny-Baa, testing tyres to the limits. Limits only the best tyres can cope with. Limits Metzeler tyres can handle, easily.

Not convinced?

71 out of 108 starters were; they chose Metz rather than any other tyres. From the first 10 riders in each of the three classes 23 chose Metz. The fastest overall

lap was achieved on Metz. All three class winners rode to triumph on Metz.

They chose Metz because they proved to be the fastest, safest street tyre combination. Specifically the ME33 front and the ME99A rear tyre, the same Metzeler quality you can fit to your bike.

Ask your local dealer to show you the best combination for your machine.

Metzeler, for superbikes 50cc and over.



**METZELER**

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All three class-winners, Matt Oxley (250), Mick Grant (750), and Geoff Johnson (1500), chose to race on Metzeler street tyres. And they've got a big following.

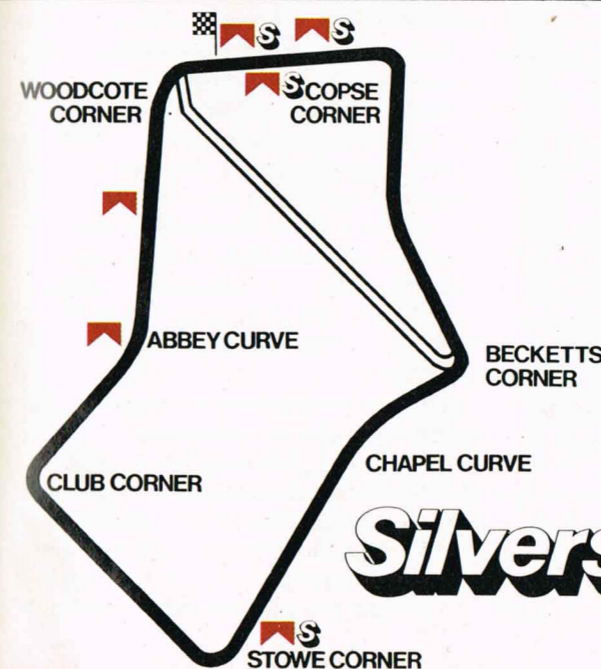
# Marlboro

## Motorcycle Grand Prix Official T-shirt and Sweatshirt



Sweatshirt  
Price  
**£12.50**

T-Shirt Price  
**£4.95**



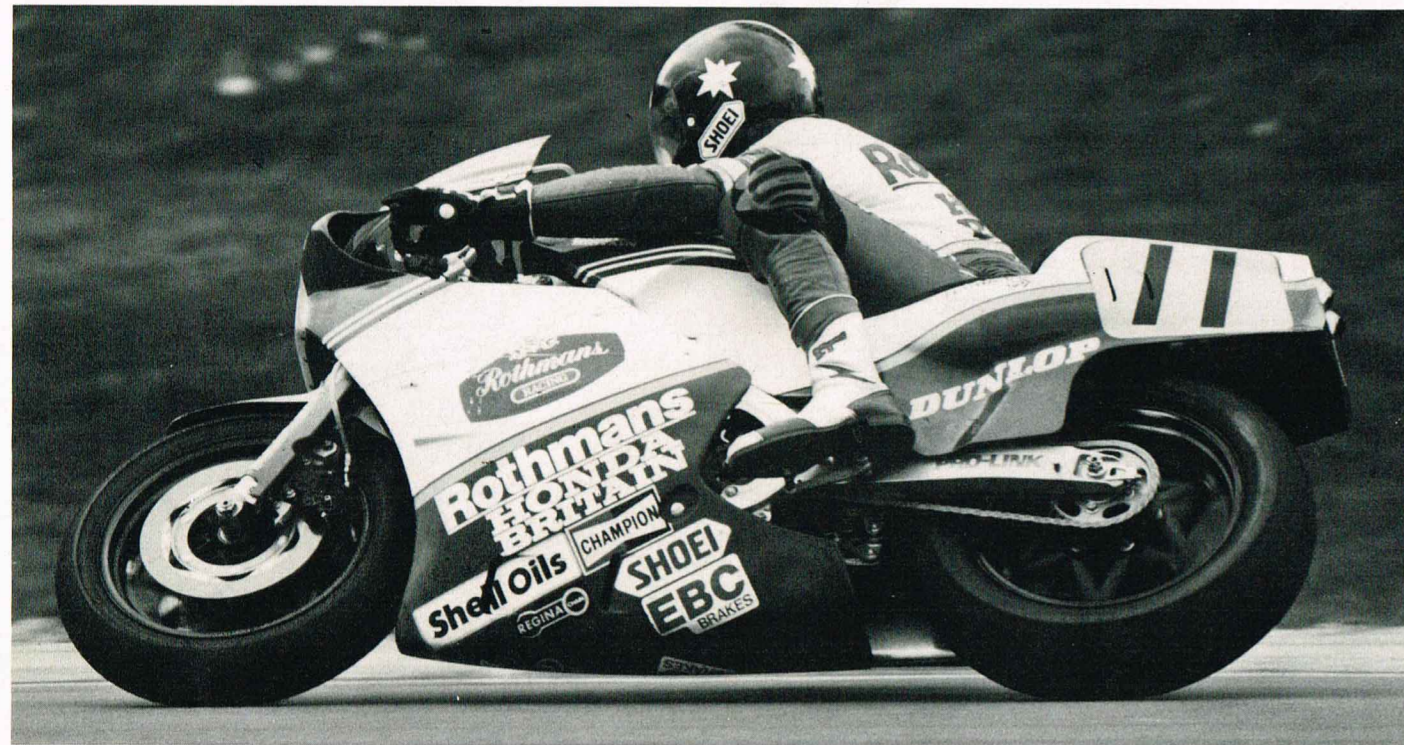
Available exclusively from all Marlboro sales outlets as well as Silverstone Leisurewear shops, around the circuit, as detailed on map.

Also available from Marlboro sales outlets, the full range of Marlboro Motorsport merchandise.

# Mick Grant aims to snap back to prevent another Marshall benefit

Don't be misled by the apparent Roger Marshall walkover — the battle for the Shell Oils TT Formula One title is far from over.

In the first three rounds of the seven event series, the Rothmans Honda Britain rider has taken maximum points to head his team mate Roger Burnett by 11 points and build up an impressive 23 point advantage over his Heron Suzuki GB rival Mick Grant.



Roger Marshall won the opening three rounds of the championship with ease — now he bids for another maximum.

But stand-in for a fight back by Grant and his new team mate Australian Graeme McGregor in this Silverstone fourth round which Marshall says will be the "biggest test so far in the F1 class for Honda."

## John Brown reviews the Shell Oils TT Formula One Championship race

"There really isn't much to choose between the two machines now, Suzuki are getting it right," said the East Barwith, Lincs, rider who leads this season's Honda Britain attack on the home championships.

"Suzuki have got the speed now which they lacked at the start of the season," continued Marshall. "This was proved at Snetterton during the third round when Mick and 'Macca' both passed me at least four times down the back straight."

Suzuki also had handling problems with their machines which handicap-

ped them in the Isle of Man during the world F1 battle but which had been sorted out well in time for the world round at Assen during the Dutch TT when Grant came within striking distance of world F1 champion Joey Dunlop on the Rothmans Honda.

Then in last month's world round in



Roger Burnett looks for his first triumph of the season.

Portugal it was McGregor who produced the main challenge when he finished second to Dunlop.

Yes it certainly is getting a closer battle between the two factories with their 750cc four stroke machines, and both

are now preparing themselves for a two stroke threat from Yamaha.

Although he has only got 11 points from fifth and sixth places in the British championship with his 500cc LC, Mitsui Yamaha rider Steve Parrish is poised to make an impression in the series and Marshall for one reckons it could be at Silverstone.

"It is a flat, fast circuit and there's no doubting that the Yamaha has got the speed," said Roger. "You only have to take a look at Steve's qualifying speed for the 500cc Dutch TT which he made with his F1 machine and the way he was going in the F1 race itself until a power valve fuse failed just after he had actually moved up to take third place from Grant. Yes Stavros could be the rider to spring the big surprise at Silverstone."

Another Yamaha rider who could give the four stroke boys a few problems is Gary Padgett. Although the young Yorkshireman has yet to score in the British championship he was going well at the Dutch until he too struck machine trouble.

"I caught and past him in Holland but



Mick Grant aims to break Marshall's monopoly.

it was a hard job and I think he will be going even faster at Silverstone," continued Marshall who will certainly be looking for support from Burnett and Joey Dunlop, having his first ride in the British championship this year, as he attempts to maintain his unbeaten record.

"I have pulled out the world F1 championship to concentrate on the home Shell Oils British and F1 events so winning this one is of the utmost importance to me," said Marshall, "especially as I can see the Suzuki and Yamaha challenge getting even stronger during the final three rounds at Scarborough, Cadwell and Brands."

Although McGregor has only picked up eight points for a fourth place at Snetterton back in May, he is the man who could really give Marshall a run for his money this time.

The Louth, Lincs, based Aussie only joined the Suzuki team this year and is gaining in confidence meeting by meeting. Silverstone is a circuit he likes and could be the place where he underlines to Suzuki that they made the right choice in getting him to sign on the dotted line.

"Mick and I will certainly be out to halt the run-away success of Honda in the series," said Macca. "It will be a tough job but I think we have the best chance so far this season to do it."

Burnett from Grimsby, who once worked as mechanic for Marshall, will certainly have to produce his best form to keep the Suzuki and Yamaha riders at bay as he goes out to build on his second place in the championship.

"The only set-back for me is that I don't get the chance to ride the bike all that often," said 24-year-old Burnett who joined the Honda Britain squad at the start of the year.

He is only contracted to race at British meetings so that does mean lengthy spells between races and in fact he sometimes goes for weeks without riding a bike. Burnett is certainly not complaining about his Honda contract but it is pretty obvious he can be a little rusty when races days come round and he does not get the results some seem to expect of him.

Luckily for Burnett, who is being groomed with the future in mind by Honda, there is quite a lot of practice time at Silverstone so he should be

geared-up to be in contention when the F1 race that concludes the days high-speed action comes round.

The one sad fact about F1 racing at the present time is that the private riders cannot set-up a challenge to the factory riders.

In 1983 the regulations for the class were changed limiting the size of engine to 750cc. Before then it was possible to use 1000cc engines and many of the privateers had been able to take on the works men.

"In those days quite a number of dealer entrant riders were on a par with us and it made for good competitive racing all round," agreed Marshall.

"Since the capacity limit change it does seem to be taking them a long time to get back on terms. I just hope they do make it otherwise the class will die."

There certainly is plenty of interest in the class at the present time but of course if it does develop in to a works rider benefit the enthusiasm could wane.

Several of the privateers have managed to shine this year and hopefully the trend will continue in the remaining rounds of the championship. The leading ones are on 11 points after the first three rounds and will be battling amongst themselves as well as for a good placing overall in this "showpiece" round.

Although out of contention for the title, expect Londoner Ray Swann on the Colin Aldridge Kawasaki and Dave Morris who netted an impressive fourth with his Suzuki at the second round at Donington Park to try and break clear and close on the Honda and Suzuki works riders. Prestige rather than points matter most now to them.

Close on their heels, just one point adrift, is Andy McGladdery on his home built Suzuki and then comes Phil Mellor another of the Padgett's of Batley brigade.

New Zealander Des Berry hopes to be out on the Len Manchester Yamaha LC to add weight to the two stroke attack, and keep an eye on the likes of Paul Iddon and Mark Salle who haven't scored a lot of points but who are capable of showing the private riders the way to score.

Watching with interest will be Wayne Gardner, the dynamic Australian who dominated the British scene last season and who is now battling it out for third place in the 500cc world championship.

"It's going to be tough but I've got a feeling Roger is going to maintain his winning record," he said. "I shall certainly be out there in the pits to cheer on the Honda Britain lads."

# Marlboro

## DUNLOP/EXPRESS

# Championship

# Final



# Silverstone

Grand Prix Circuit

## Saturday 28th September

ADMISSION PRICES

Adult £3.50 including covered Grandstand seating FREE.

Adult centre transfer £1.00.

Accompanied children 15 years and under FREE of all charges.

The Organisers/Promoters reserve the right to amend or cancel the programme without notice.

**DANGER: Government Health WARNING:**  
CIGARETTES CAN SERIOUSLY DAMAGE YOUR HEALTH

## Rider Biographies

### 500cc

#### EDDIE LAWSON

Machine: Marlboro Yamaha OW 81.  
Nationality: American. Lives: Uplands, California.  
Age 27.

The reigning world champion started his defence of the title with a victory in the opening GP in South Africa and he's hoping that was a favourable omen. In 1983 and 1984 the winner of the South African race at Kyalami went on to take the title. Lawson has proved he's equally proficient in the wet as in dry conditions and he rides the most reliable machine in GP racing. In his three seasons as a member of Marlboro Team Agostini, the V-4 engined bike has never once broken down.

#### RANDY MAMOLA

Machine: Honda NS500.  
Nationality: American. Lives: Santa Clara, California.  
Age 25.

Three times runner up in the world 500 championships, Randy Mamola returned from retirement last season to challenge the works men on a privately entered factory Honda and but for the fact that he missed the first two grands prix many think he would have won his first world crown. His extrovert personality both on and off the track have made him a lot of fans in Britain and his all-action style is certainly one of the most spectacular sights in racing.

#### RAYMOND ROCHE

Machine: Marlboro Yamaha OW 81.  
Nationality: French. Lives: Toulon, France.  
Age 28.

Former world endurance champion Roche has earned a reputation as a real 'Tough of the Track' with his aggressive no-nonsense style. His exploits last year on a private Honda brought him the chance of a full works ride with the Marlboro Yamaha Team Agostini this season and he seized the chance eagerly. Still without that first 500cc GP victory, Roche's aim this year is to top a victory rostrum by the end of the season.

#### FREDDIE SPENCER

Machine: Honda NSR 500.  
Nationality: American. Lives: Shreveport, Louisiana.  
Age 23.

Many people say that Freddie Spencer is the best rider in the history of GP racing. Perhaps that accolade is a mite premature but there is no doubt at all that Spencer is the most skillful and talented rider to appear on the GP scene for many years. At one stage it looked like Spencer was walking away with this year's championship but a leg injury at the Yugoslavian GP brought a temporary halt to his runaway progress. He dearly wants to win back the championship he won for Honda in 1983.

#### RON HASLAM

Machine: Honda NS 500.  
Nationality: British. Lives: Langley Mill, Nottinghamshire.  
Age 29.

'Rocket' Ron Haslam has earned himself the reputation of being the fastest starter in the grand prix business. He's been first away from the flag in every GP so far this year but he has yet to maintain his momentum and grab that elusive first GP victory.

#### CHRISTIAN SARRON

Machine: Yamaha OW 81.  
Nationality: French. Lives: Riom, France.  
Age 30.

World 250 champion Christian Sarron has moved up to the blue riband class this year and found immediate success. The slightly-built rider is no lightweight in the 500 category as he proved when he won the West German GP in the rain at Hockenheim. In wet conditions he's in a class of his own — and he's no slouch in the dry either.

#### WAYNE GARDNER

Machine: Honda NS 500.  
Nationality: Australian. Lives: Lincolnshire.  
With a third place in the opening GP in South Africa the talented Aussie proved he's arrived in the top flight of grand prix racing in his very first full year of campaigning. Gardner's all-action style of the track and his chirpy personality off it have made him many fans in his adopted country and many feel he's a future world champion.

#### DIDIER DE RADIGUES

Machine: Honda NS 500  
Nationality: Belgian. Lives: Louvain.  
Age 27.

Consistency has kept de Radigues up among the leaders this year but he has never showed quite the sparkle that he exhibited during his days in the 250 and 350 classes when he was winning grand prix races. He'll be happy if he can improve on last year's ninth place in the series and at the moment he's right on target to do just that.

#### ROB McELNEA

Machine: Suzuki RG 500.  
Nationality: British. Lives: Scotterthorpe, Lincolnshire.  
Age 25.

Burly Humberider McElnea has had an uphill struggle so far this year in the face of uncertainty about a Suzuki return to GP racing. In his first full season on the continental circus McElnea seems to have got over a nervous start to the grand prix and started putting together some solid results aboard one of the most technically interesting bikes on the grid. Though down on power at most circuits his British built carbon fibre honeycomb section frame has performed well.

### 250cc

#### FREDDIE SPENCER

Machine: Honda NS 250.  
Nationality: American. Lives: Shreveport, Louisiana.  
Age 23.

Not content with bidding to regain the world 500 title Spencer is also attempting to become the first man ever to take the 250 title too in the same year. Already he's proved its possible by winning both 250 and 500 races on the same day and he'll be going for the double again at Silverstone.

#### ANTON MANG

Machine: Marlboro Honda RS 250.  
Nationality: West German. Lives: Munich, Germany.  
Age 27.

One of the most intelligent and articulate men of the grand prix scene, Martin Wimmer is also one of the best motor cycle racers around — a rare combination indeed. This year Yamaha have found a bit of extra

horsepower and Wimmer's been able to put it to good use.

### 125cc

#### PIER PAOLO BIANCHI

Machine: Marlboro MBA.  
Nationality: Italian. Lives: Arcangelo, Italy.  
Age 33.

World 125 champion three years on the trot from 1975 — 1977 and again in 1980 Bianchi has taken on the mantle of Angel Nieto, the man who dominated small class racing until last year. The quiet but impulsive Italian was never off the rostrum in the first three GPs of the year and that's the sort of consistency that champions are made of.

#### FAUSTO GRESINI

Machine: Marlboro Garelli.  
Nationality: Italian. Lives: Imola, Italy.  
Age 24.

Third in last year's world championship on the works Garelli Gresini is rapidly making a name for himself as a future world champion. In a class where many of the established stars tend to be on the 'mature' side, Gresini is a breath of youthful fresh air. Victory in Austria gave him his first 15 pointer this year.

#### EZIO GIANOLA

Machine: Marlboro Garelli.  
Nationality: Italian. Lives: Lecco, Italy.  
Age 25.

A newcomer to the Garelli works team this year, Gianola has been surprisingly quick to adapt to the extra pressures he is under. Last year he was 14th in the world championship but already this season he has more than quadrupled his 1984 points tally.

### Sidecars

#### WERNER SCHWARZEL/Fritz Buck

Machine: LCR—Yamaha.  
Nationality: German.  
In 1982 Schwarzel became world champion without ever winning a race. This year, with a new passenger to replace long time chair man Andreas Huber, he won the opening GP in his native West Germany. Schwarzel, 36, was a long-time opponent of the worm type outfits but he has had to go with the trend like all of his adversaries.

#### ROLF BILAND/Kurt Waltisperg

Machine: LCR—Yamaha.  
Nationality: Swiss.  
Possibly the best and certainly the most innovative sidecar racer ever, Rolf Biland from Aargau, in Switzerland has four world titles to his credit but he wants at least two more titles to equal Klaus Enders' six world crowns. His quest for ever-more power has sometimes led to him being an inconsistent finisher but on his day there is no-one to touch his sheer talent.

#### STEVE WEBSTER/Tony Hewitt

Machine: LCR—Yamaha.  
Nationality: British.  
Britain's hottest sidecar property since the late Jock Taylor. Steve Webster is already being tipped as future world champion — and his results in the opening two GPs of the year could even make that prophesy come true this year. The pairing have yet to win their first GP but there's nothing they'd like better than to clinch a victory here at Silverstone.

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THRUXTON MAY 27. SNETTERTON JUNE 22. CASTLE COMBE JULY 6. DONINGTON PARK JULY 28. OULTON PARK AUGUST 26.

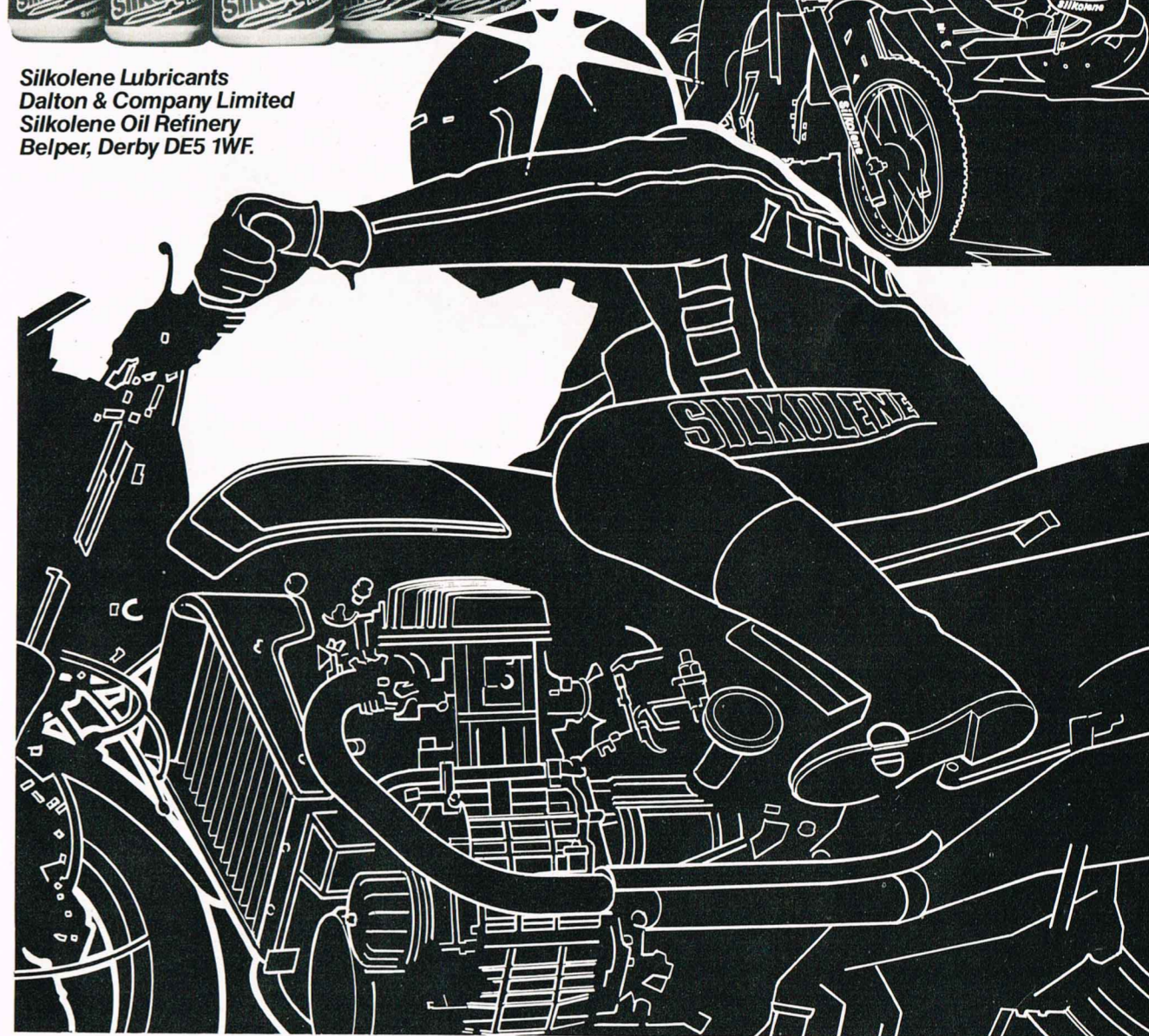
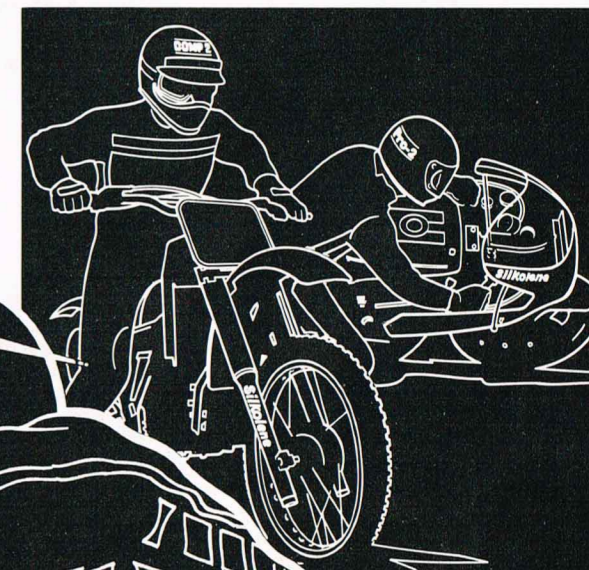
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"The need is to give British riders the chance to compete on equal terms"

## The Silverstone Armstrong Grand Prix team

Just twelve months ago the directors of the British Racing Drivers' Club, who own Silverstone, and the Hon. Gerald Lascelles in particular, decided it was time they did something to help young British riders in the financially crippling world of grand prix racing.

They were so impressed by the efforts of young British riders in their own grand prix and their determination to overcome considerable financial hardships to carry on racing that the idea of running their own grand prix team was formed.

Today the fruits of their involvement and interest are clearly shown with the appearance of Scottish stars Donny McLeod and Niall Mackenzie riding for the Silverstone/Armstrong team in the 250cc Grand Prix.

At about the same time Silverstone were considering entering motorcycle racing sponsorship for the very first time Mackenzie was clinching the 350cc Circuit Promoters Championship on the all British works Armstrong machine. His countryman McLeod had demolished the opposition to win the 250cc British Championship while nine times former TT winner Chas Mortimer was busy running his Silverstone based racing school.

Obviously the former grand prix star Mortimer was the man on the spot to manage the team. He finished runner-up in the 1972 World 125cc Championship and third in the 350cc in 1976 and he knew the two riders he wanted in his team.

"I felt that Donnie was the best unsponsored 250cc grand prix rider available," he explained. "He has brought the team a wealth of grand prix experience which has already rubbed off on young Niall."

Mackenzie had no grand prix experience but already many experts were tipping him for a great future and Mortimer was determined to get to him.

"There is no doubt in my mind that Niall has a tremendous grand prix future in front of him," he said. "He is treating this season very much as a learning year and we've tried not to put him under too much pressure."

The Armstrong factory's interest was further boosted when they secured a contract with the British government to supply military specification machines which was worth around five million pounds. They supplied the team with their 250cc carbon fibre framed Rotax powered machines for the grands prix and British championship meetings and their all British 350 machines for the Shell Oils Circuit Promoters Championship.

The trade also gave the new project magnificent support. McLeod brought the team his Dalmac sponsorship while Dunlop, Champion, Shell, EBC Brakes, Regina and Jay Brand all gave their support. Sealink and Renault Dodge have also been recruited once the season got

won every round of the Circuit Promoters 350cc championship they have contested when their grand prix calendar allowed. Niall Mackenzie now looks set to retain his title for a second year.

They have built up a tremendous



Launched on a chill, snowy day, the team is battling on in the hotly competitive arena of the 250cc World Championship.

underway.

The two lads have found the going a little tough in the very competitive 250cc grand prix class although McLeod has won two very hard fought six places. In the pouring rain at Hockenheim at the German Grand Prix he overtook three riders on a hectic last lap while in similar conditions at the Dutch TT at Assen who used all his experience and skill.

Mackenzie has qualified for every race but up till the French Grand Prix had not scored any points although he's learning all the time which is so clearly illustrated when he returns home with McLeod to race in Britain.

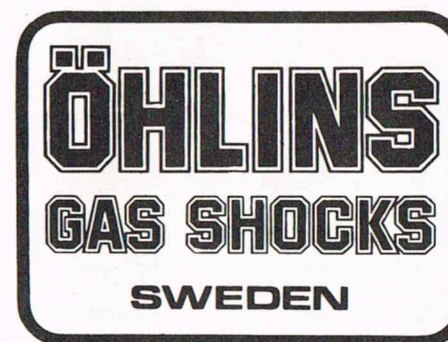
Between them the pair of Scots have

friendly rivalry with fellow grand prix competitor Alan Carter in the Shell Oils British 250cc championship. Carter won the early rounds but McLeod beat him twice at his home based Donington circuit and then won twice at Snetterton to ensure a tremendous climax to the championship in August. As they go into that final pair of races Mackenzie leads the championship by a slender margin.

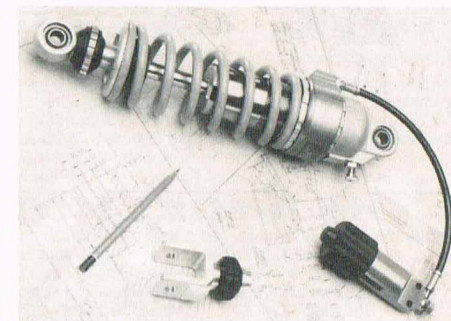
The BRDC are delighted with the progress of the team and the two riders and with their first venture into motor cycle racing sponsorship. A great deal has happened in twelve months and who knows what the next year might bring.



Donnie McLeod has ridden to sixth place in the 250cc World Championship races at Assen and Hockenheim.



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SARRON



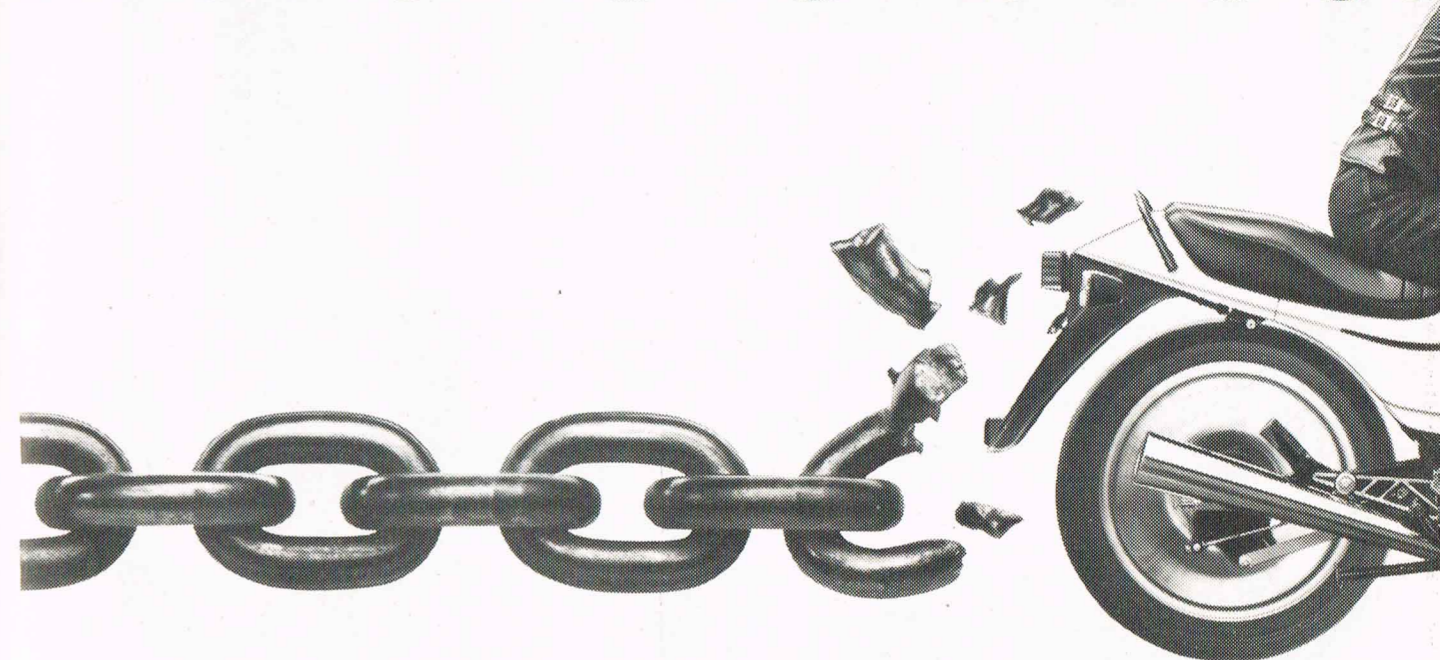
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# Notices

## MOTOR RACING IS DANGEROUS

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

## PROGRAMME COPYRIGHT

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

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

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

## DOGS

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

## GRANDSTAND SEATS - SUNDAY

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

## GRANDSTAND SEATS - FRIDAY AND SATURDAY

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

## CENTRE TRANSFERS

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

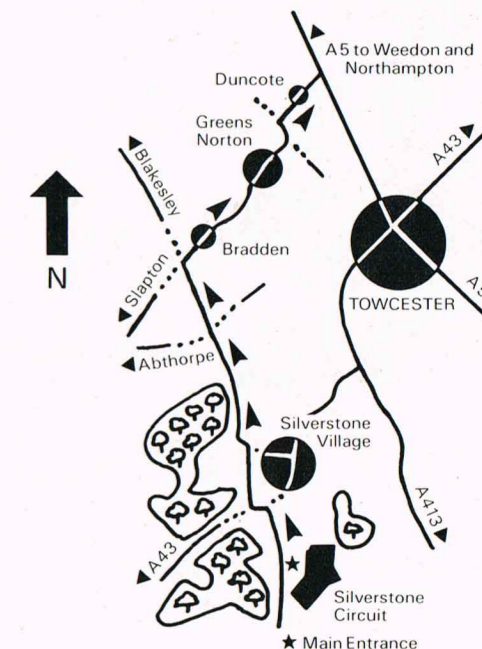
# TRAFFIC ARRANGEMENTS

## THE MAIN ENTRANCE - CENTRE TRAFFIC

The 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.



Traffic Diversion Route from Main Entrance avoiding Towcester

## Make a date . . .

August 11 Daily Express Hermetite British Kart Grand Prix  
August 18 Multipart British Truck Grand Prix  
September 8 Istel RAC Tourist Trophy  
September 28 Marlboro Dunlop Express Clubmans Finals  
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August 17/18

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# BRITISH GRAND PRIX 85

# IMPORTANT NOTICES

## Lost Property Office

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

## Camping Site

NO PUBLIC CAMPING FACILITIES WHATSOEVER ALLOWED INSIDE THE CIRCUIT PERIMETER FENCE.  
See map on page 44 for location of Camping Sites.

## Midland Bank

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

## PUBLIC WARNING NOTICE

IT IS DANGEROUS TO CREATE OR ERECT A STAND FOR PRIVATE USE AT ANY POINT AROUND THE CIRCUIT. IT IS DANGEROUS TO CLIMB; STAND OR SIT ON THE ADVERTISING STRUCTURES AROUND THE CIRCUIT. ANY PERSON DISREGARDING THIS WARNING WILL BE ASKED TO LEAVE THE PREMISES AND IN ANY EVENT WILL BE DEEMED TO HAVE ABSOLVED THE PROMOTERS AND ORGANISERS OF THE MEETING AND THE OWNERS OR OCCUPIERS OF THE LAND FROM ALL LIABILITY IN RESPECT OF ANY DAMAGE TO PROPERTY OR INJURY TO PERSONS RESULTING THERE FROM.

# AVIS IMPORTANTS

## Bureau des Objets Trouvés

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

## Terrain de Camping

IL EST INTERDIT AU PUBLIC DE CAMPER A L'INTERIEUR DE L'ENCEINTE DU CIRCUIT.  
Voir plan page 44 pour l'emplacement du Site du Camping.

## Midland Bank

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

## AVERTISSEMENT AU PUBLIC

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

# WICHTIGE MITTEILUNGEN

## Fundbüro

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

## Campingplatz

ABSOLUT KEINE CAMPINGMÖGLICHKEITEN INNERHALB DER UMZÄUNUNG DES RENNSELÄNDES.  
Sich Karte auf seite 44 wagen lage des Camping-platzes.

## Midland Bank

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

## ÖFFENTLICHE WARNUNG

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

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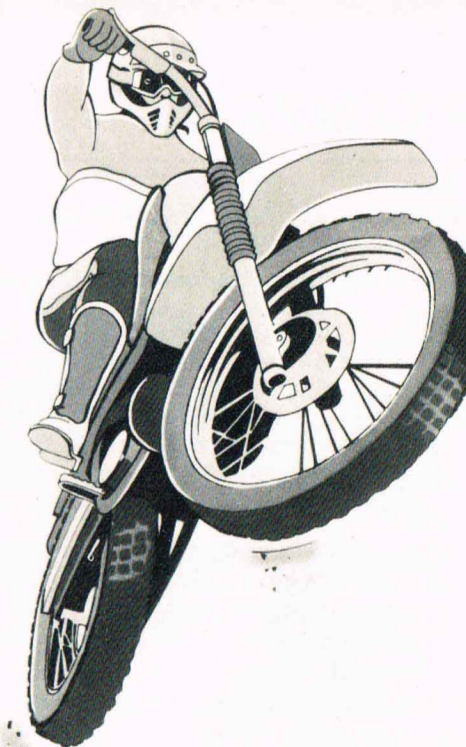
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E' ASSOLUTAMENTE VIETATO CAMPEGGIARE ALL'INTERNO DEL RECINTO DEL CIRCUITO. Per favore riferici a pagina 44 per posizione del Postro de Campeggio.

Midland Bank

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

AVVISO PUBBLICO

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

Other happenings

Market Places

Don't forget to visit the Market Places which are primarily alongside the Service Road behind the Woodcote and Pits Grandstands and also in the Southern area at Stowe Corner. In these areas you will find something of interest for all the family and the numerous trade displays range from Motor accessories, Leisure equipment, the Silverstone Shops, a very large range of personalised racing garments, as well as stands retailing books, magazines, souvenirs, accessories, etc.

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

Pits Trade Area

- 1. Suzuki Owners Club
- 2. I.O.M. Tourist Board
- 3. TT Supporters Club
- 4. Rasvi
- 5. Promoto
- 6. Allsport
- 7. GP Promotions
- 8. Clinton Enterprises
- 9. Wilf Churchill
- 10. Chater & Scott
- 11. Marlboro
- 12. Marlboro
- 13. Unipart
- 14. Unipart
- 15. R. Picker
- 16. Motor Cycle News
- 17. J. Lang
- 18. Rasvi
- 19. Interstate Leathers
- 20. Motor Cycle News
- 21. Top Shot Promotions
- 22. Allsport
- 23. Metzeler Tyres
- 24. Silverstone Models
- 25. Swift Leathers
- 26. AG Motor Accessories
- 27. Clinton Enterprises
- 28. W.R. Racewear
- 29. Rasvi
- 30. Chris Wilshaw
- 31. Clinton Enterprises

- 32. Duke Marketing
- 33. Abasport
- 34. John Gee
- 35. Midland Bank
- 36. Midland Bank
- 37. Pagette/Solvite
- 38. John Knapp
- 39. Frank Thomas Boots
- 40. AG Motor Accessories

Woodcote Trade Area

- 1. British Telecom
- 2. JRC Promotions
- 3. Leyland T45
- 4. Leyland T45
- 5. Brian Lindsay
- 6. Michelin
- 7.
- 8.
- 9.
- 10.
- 11.
- 12.
- 13.
- 14.
- 15.
- 16.
- 17.
- 18.
- 19.
- 20.

Stowe Trade Area

- 1. Jaycessories
- 2. Chater & Scott
- 3. Silverstone Models
- 4. Promoto
- 5. Laxey Wheel
- 6. W.R. Racewear
- 7.
- 8.
- 9.
- 10.
- 11.
- 12.

Other happenings

Catering

There will be a full public catering service. See map on page 44 for main catering points.

Rides Round the Circuit

Buses have been arranged to take spectators round the Silverstone Grand Prix circuit, free of charge from four points: Copse Corner, Stowe Corner, Club Corner, between the Daily Express Bridge and Woodcote corner. The Service will operate from 06.30 hrs on Sunday 4th August.

Pit Lane Walk-About

Holders of Centre Transfers will be admitted to the Pit-Road on Sunday, 4th August between 09.00 hrs and 10.45 hrs to get a close-up view of the Grand Prix machines.

Parade of Flags

There will be a parade of flags of the nations represented in the Marlboro British Grand Prix at 11.20 hrs on Sunday, 4th August. The flags will be paraded by the Silverstone Racing School and the Chas. Mortimer Motor Cycle Racing School.

Multipart British Truck Grand Prix

There will be a display on some of the trucks taking part in the Multipart British Truck Grand Prix which is being held at Silverstone on 17th/18th August, 1985 in the area behind the Woodcote Grandstands. Tickets for the event are on sale at the circuit this weekend.

Assembly Area

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

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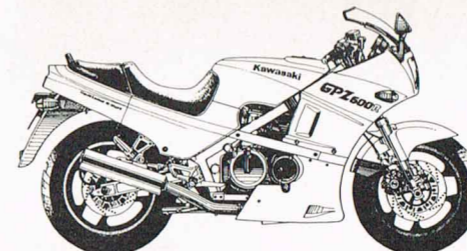


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	500 cc	350 cc	250 cc	125 cc	Sidecar	TT Formula 1
1977	Pat Hennen (Suzuki) 107.99 mph	Kork Ballington (Yamaha) 107.99 mph	Kork Ballington (Yamaha) 104.68 mph	Pier Luigi Conforti (Morbidelli) 98.53 mph	Werner Schwaerzel/ Andreas Huber (A.R.O.) 87.97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

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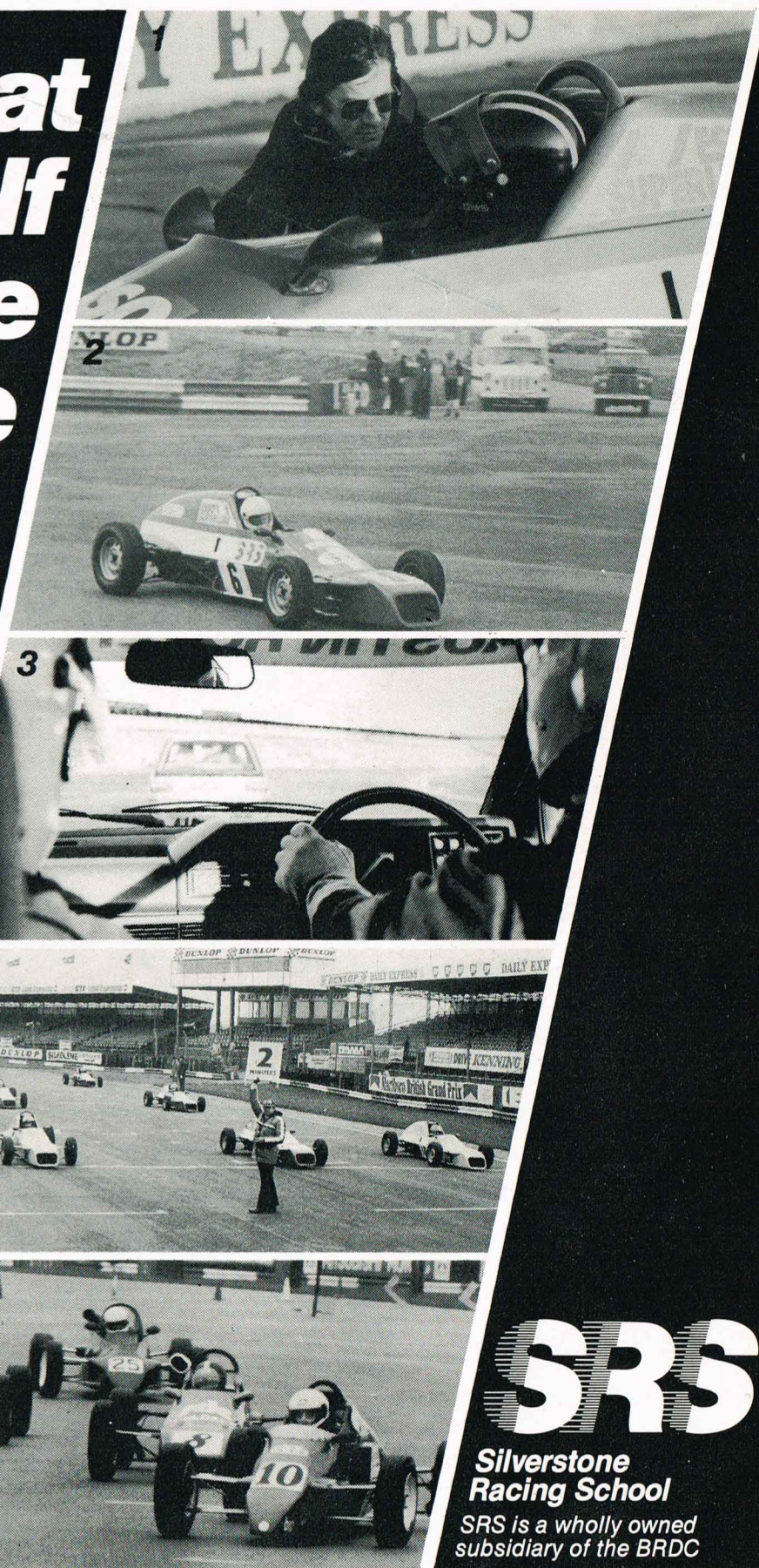
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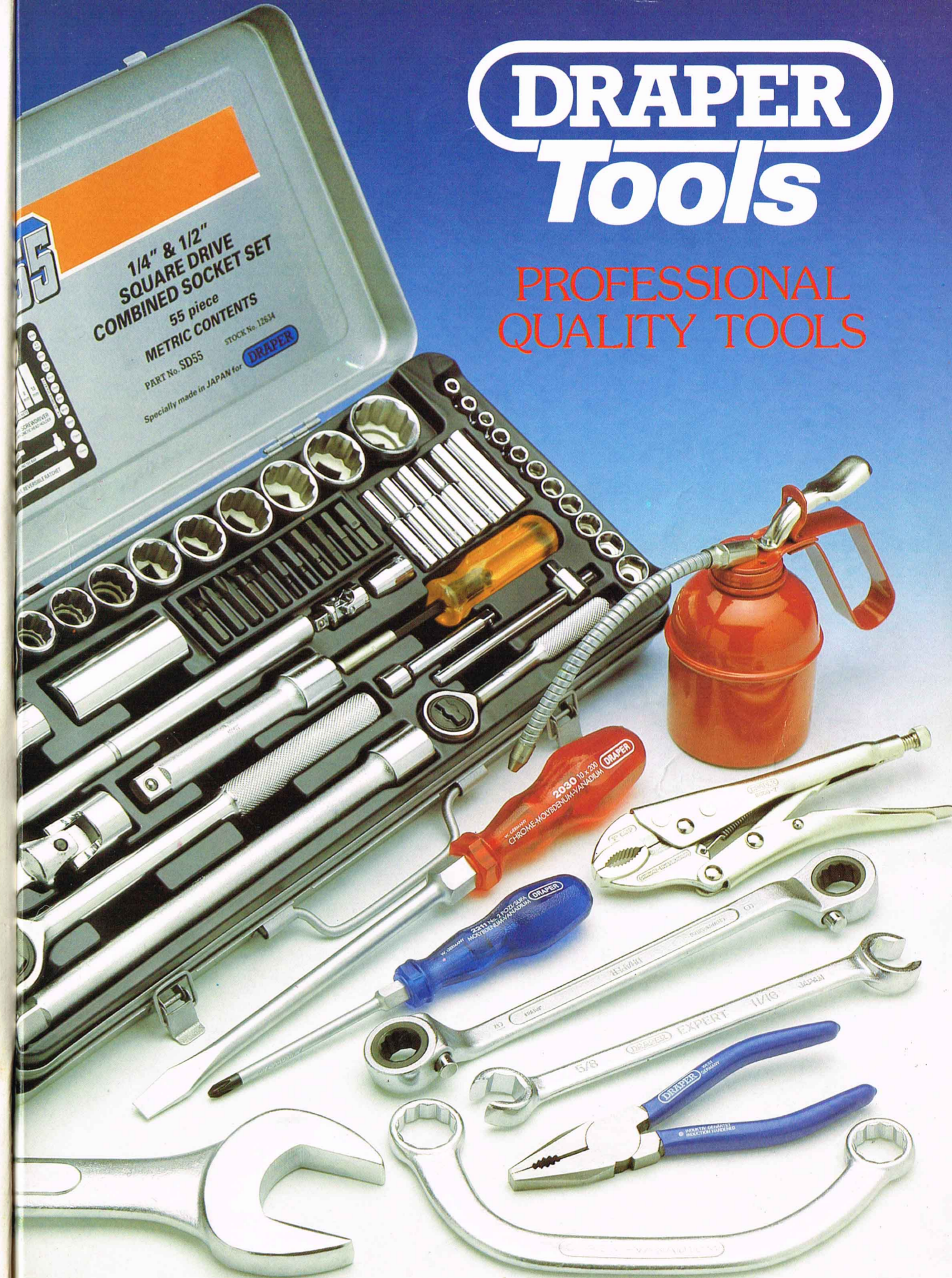
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