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**Silverstone** *Grand Prix Circuit*

**SUNDAY, AUGUST 5th**  
(Qualifying: Friday/Saturday, August 3rd and 4th)



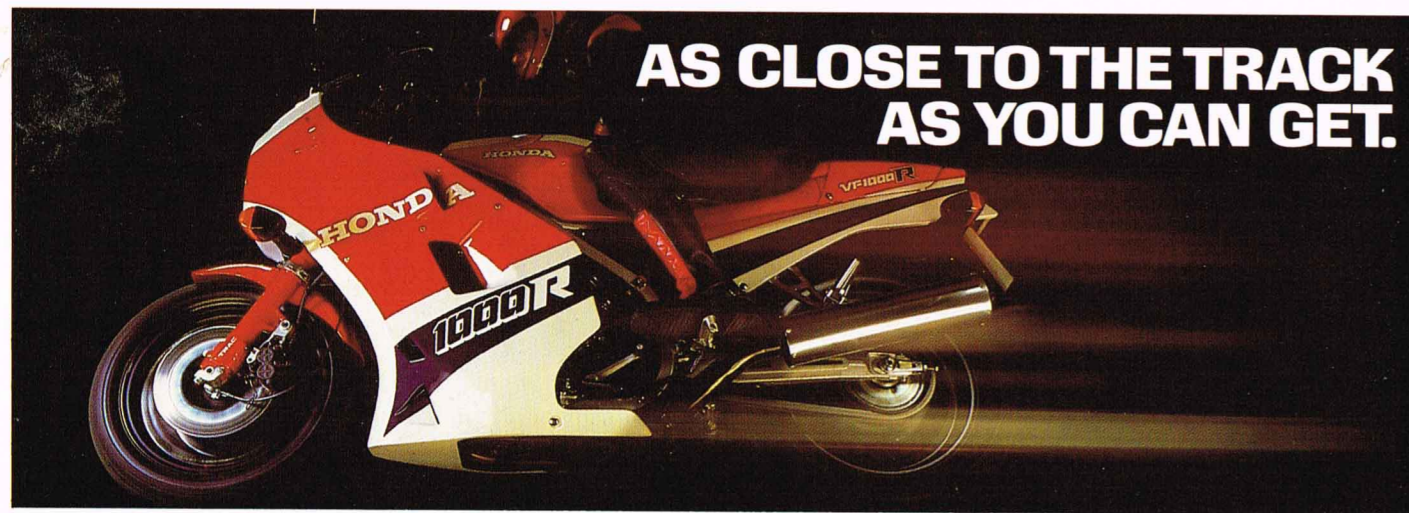
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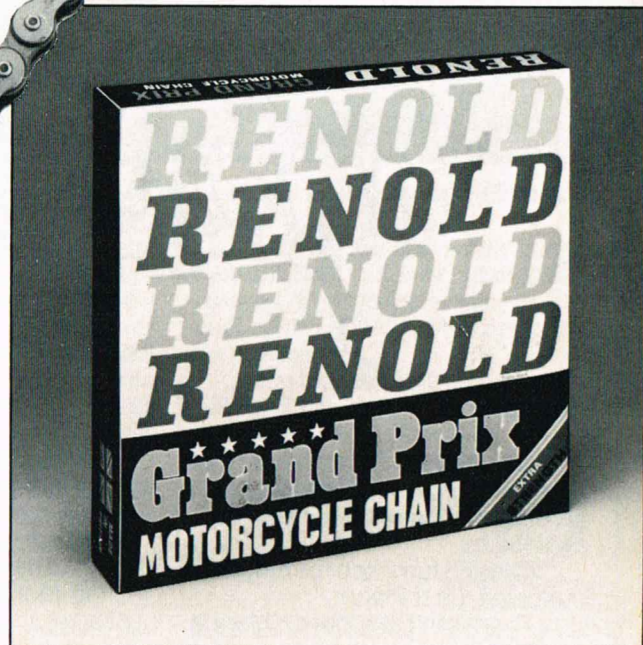
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# **Marlboro British Grand Prix**

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

Silverstone August 3rd/4th/5th 1984

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# Marlboro British Grand Prix



Welcome to Silverstone and the Marlboro British Grand Prix.

I write this foreword not only as a representative of Philip Morris Limited — we are proud to have our Marlboro Brand name attached so firmly to Britain's round of the World Championship — but also on behalf of all the people who have combined together to put on this enormous event.

Riders, mechanics, organisers, marshals and many others, too numerous to mention, have all combined their talents, energies and enthusiasm to build a race meeting which will be — as it is always — a day to remember.

For many of the people here today motorcycle racing is a profession, not always a well-paid one but at least a means of earning a living while taking part in a sport they love. Many others come to Silverstone as volunteers offering their services as marshals, officials and medical personnel pleased to have the opportunity to put something back into the sport and to be a part of this great occasion, the Marlboro British Grand Prix.

We welcome the riders, because with their increasing professionalism and commitment comes greater awareness and appreciation of their skills — and we welcome the volunteers, because without them there would be no racing.

Finally the largest group of all who will be here today are the paying spectators. They show in the most concrete way possible how much they enjoy their sport by spending their hard-earned cash, and therefore to the riders, the officials and most specifically to you, the spectators, we say welcome and hope the 1984 Marlboro British Grand Prix goes down as one of the most memorable.

Geroge Mackin  
Sales Director, Philip Morris Limited



The Auto-Cycle Union wish to extend a warm welcome to you all today. The 1984 Marlboro British Motorcycle Grand Prix is the tenth round of the Federation Internationale Motocycliste 1984 World Road Race Championships and the World's top riders will be competing in the four Grands Prix classes included in this afternoon's programme of events. In addition, there will be a race for the Shell Oils British Championships Formula TT1 machines — a race renowned for producing very exciting racing as the manufacturers and their drivers battle for supremacy on machines using engines similar to the ones you can buy.

The superb facilities at Silverstone have provided spectators with the opportunity to watch tremendously close and exciting races over the last eight years the British Grand Prix has been held here. Today should certainly be no exception.

The close association that has existed for several years between the Auto-Cycle Union, Marlboro and Silverstone Circuits Limited has provided British Motorcycling Road Racing with valuable support from grass roots Club racing to the pinnacle of the sport, the Marlboro British Motorcycle Grand Prix held here today at Silverstone.

On behalf of Marlboro as sponsors, Silverstone Circuits Limited as promoters and the Auto-Cycle Union as organisers, may I wish spectators and competitors a superb day's racing and I hope to see you here again at Silverstone for the Marlboro Dunlop/Express Championship Finals on Sunday the 23rd September when you can witness an action packed race programme which has to be seen to be believed.

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

# The Marlboro British Grands Prix

by Chris Carter



The double barrelled Honda threat from the USA — Freddie Spencer and Randy Mamola.

## 500 cc — Honda's Final Challenge?

Eddie Lawson's plan to win the 500cc world championship this season is clear. He is out to win the war, not each battle.

But the chances of him taking things easily at Silverstone are slim for one very good reason — Silverstone is the Californian's favourite race track.

"It's wide, with plenty of run off area, yet the corners are interesting, and it's great to race on. I like the people who operate the race track too, so all in all Silverstone is top of my list" says Eddie.

With a 20 points lead and just three races, including the Marlboro British Grand Prix, to go in this year's 500cc title chase Lawson can afford to relax a little, but not all together.

The Honda blitz came into play at the Belgian Grand Prix four weeks ago, with six full or semi supported factory riders on the grid to tackle Lawson.

Three of these six Freddie Spencer, Randy Mamola and Raymond Roche beat Eddie home, while Britain's number one Grand Prix star Ron Haslam was closing on him rapidly in the closing stages.

The Honda plan carved seven points off Lawson's lead and gave Freddie Spencer, the reigning world champion a glimmer of hope that he might, after all retain his crown.

At the start of the season there were few enthusiasts who believed anything other than the fact that Spencer would

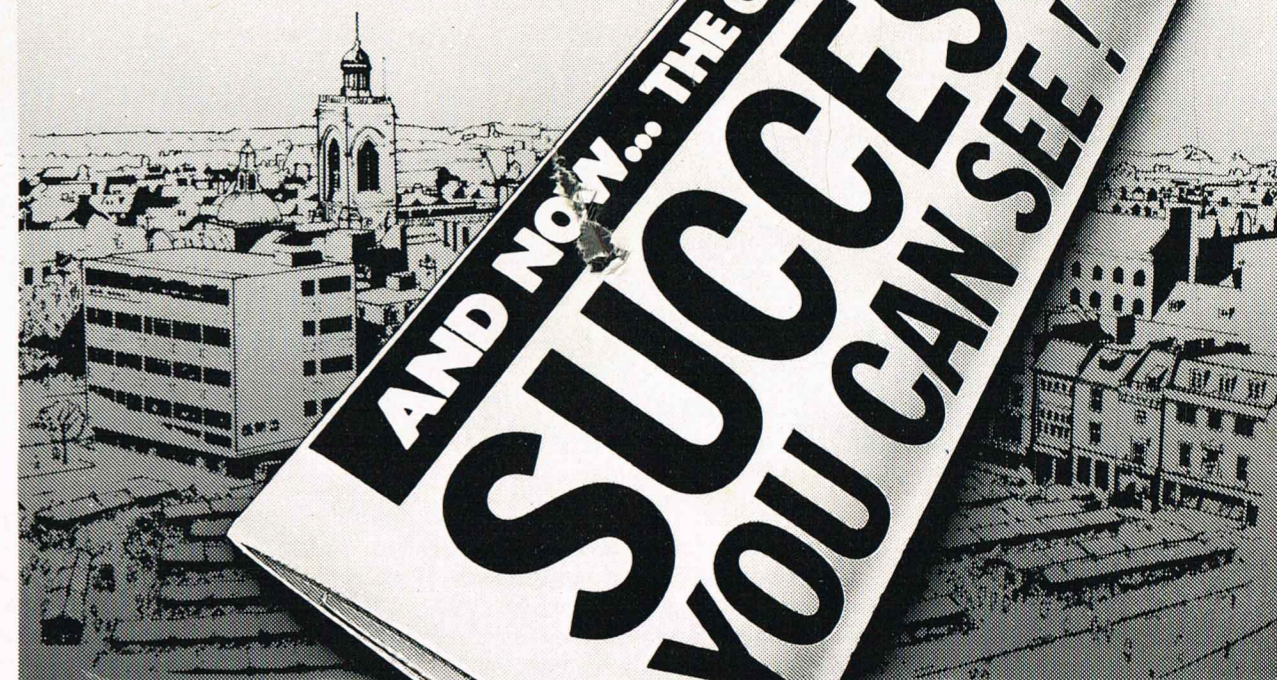
stroll to the 500cc world championship this year.

But a crash during practice at the South African Grand Prix at Kyalami left Spencer with an injured foot and unable to race in the event.

While Lawson splashed his way to victory in the rain in a dramatic race, Spencer was in his hotel room watching the action on television.

It was a blow to Fast Freddie and the Honda squad, but not, it seemed back in March, a disaster.

Spencer was back, not fully fit, but raring to go for the next round, the Italian GP at Misano, and he inflicted a clear cut defeat on his Marlboro rival, with more than 20 seconds advantage



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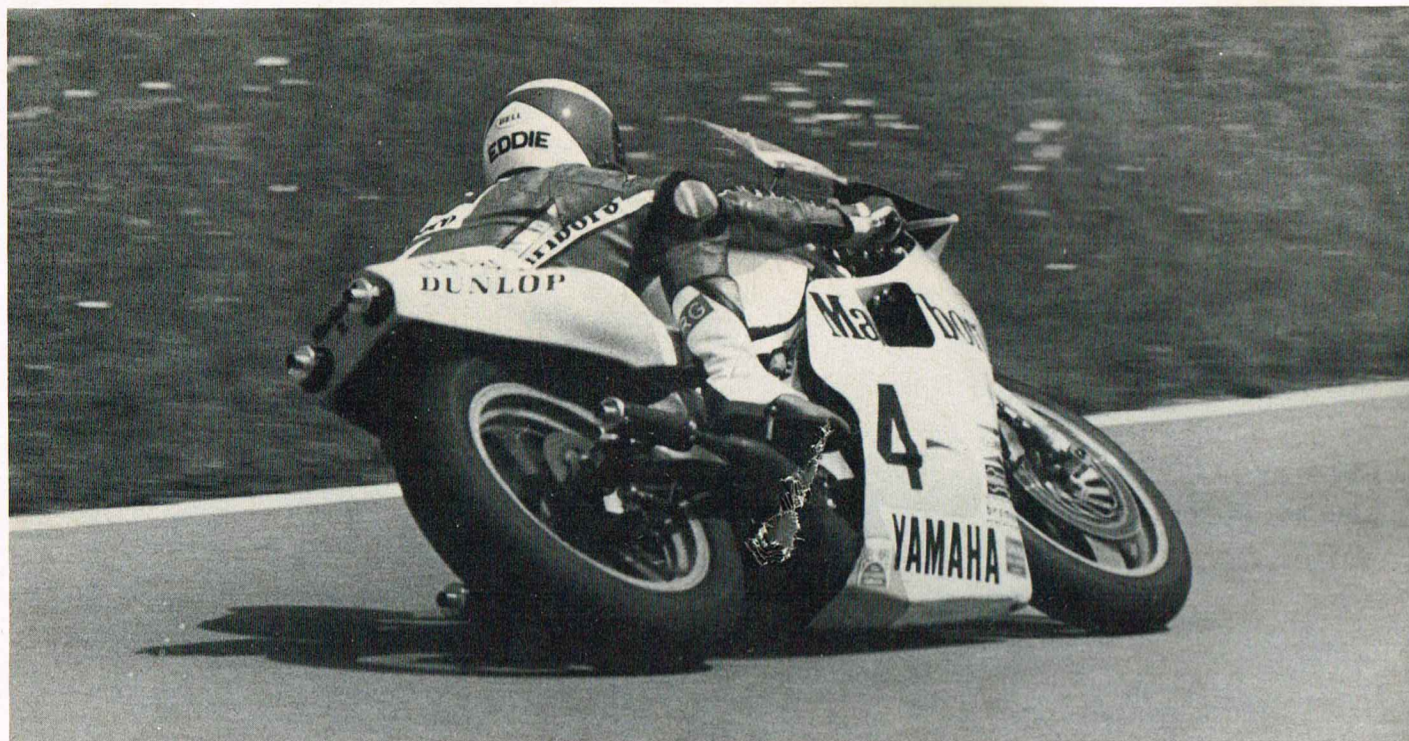
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Can Eddie Lawson win on his favourite circuit?

at the chequered flag.

Lawson was still 12 points up on Freddie, though, thanks to his second place at the Italian seaside circuit, and in fact it was Frenchman Raymond Roche who had been second in South Africa who was in runner up place in the points table after a fine third in Misano.

Honda and Spencer had another major setback to their title hopes not long after, when Freddie crashed at Donington Park during the Transatlantic Challenge injuring the same foot.

This time surgery was required, and Spencer battled hard at his Louisiana home to be ready in time for the Spanish round.

All the high technology of American medical science could not help though, and Freddie failed a last minute fitness test.

Lawson made the most of Spencer's enforced absence to win again, and suddenly Honda and Spencer were really struggling.

More drama was still to come, though, in Austria. Spencer's new V-

four lost power during the race, and with only a few laps to go he was down in fourth place.

Then Ron Haslam's machine lost power, and Freddie was able to catch and pass him, while on the last lap Randy Mamola, who had changed his mind about retiring for a season after buying a three cylinder Honda from the factory to run his own team, was unlucky enough to have the engine seize and run off the track to let Spencer move through to second spot!

The 80,000 crowd at the

Salzburgring, unaware of Mamola's amazing bad luck whistled and jeered at what they thought was Honda team tactics!

But despite that rapid elevation from fourth to second Spencer was now thirty points behind Lawson.

At the new Nurburgring, venue for the West German GP Spencer finally decided to abandon his V-four after half the practice, and one of last year's three cylinder bikes was fetched hurriedly overnight from the Belgian race headquarters.

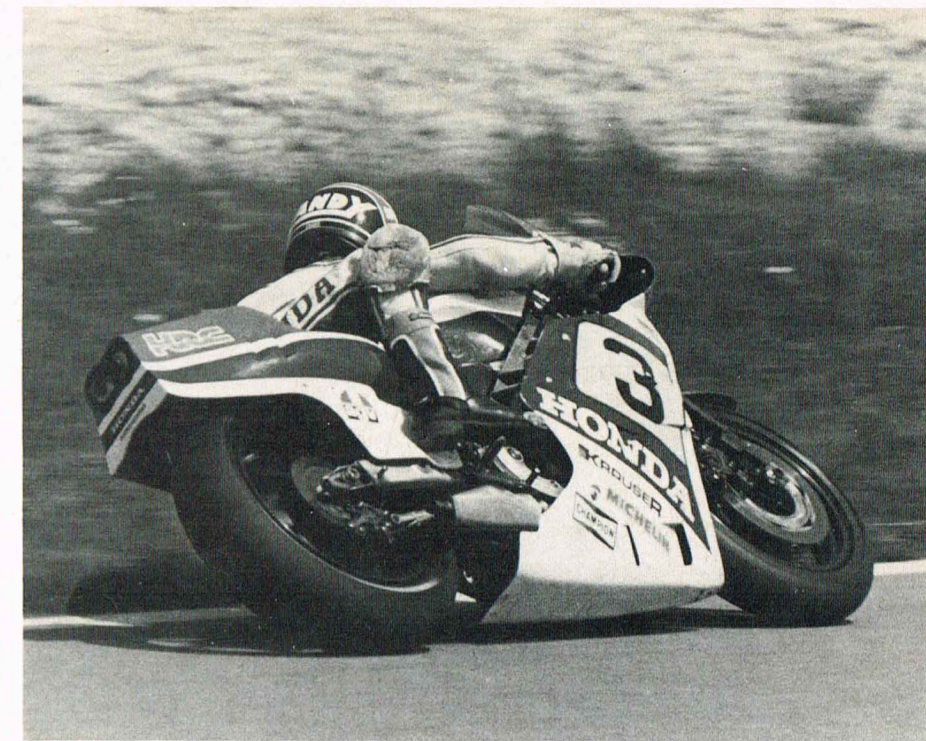
Freddie stormed into top gear, and won the race in masterful fashion on the old bike, while Lawson, forced on to the grass early in the race by a couple of tailenders limped home second.

It was a simple story in France. Spencer, at his best again won the race and set the fastest lap, with Eddie down in second place.

The gap was now 81 points to 57, and the task for Spencer and his team was a mammoth one.

But tyre problems for Lawson in Yugoslavia allowed three Honda riders to finish in front of him, with Spencer the winner, and Honda's morale lifted a little.

Spencer struggled in practice on the V-four, but failed to do any laps on the



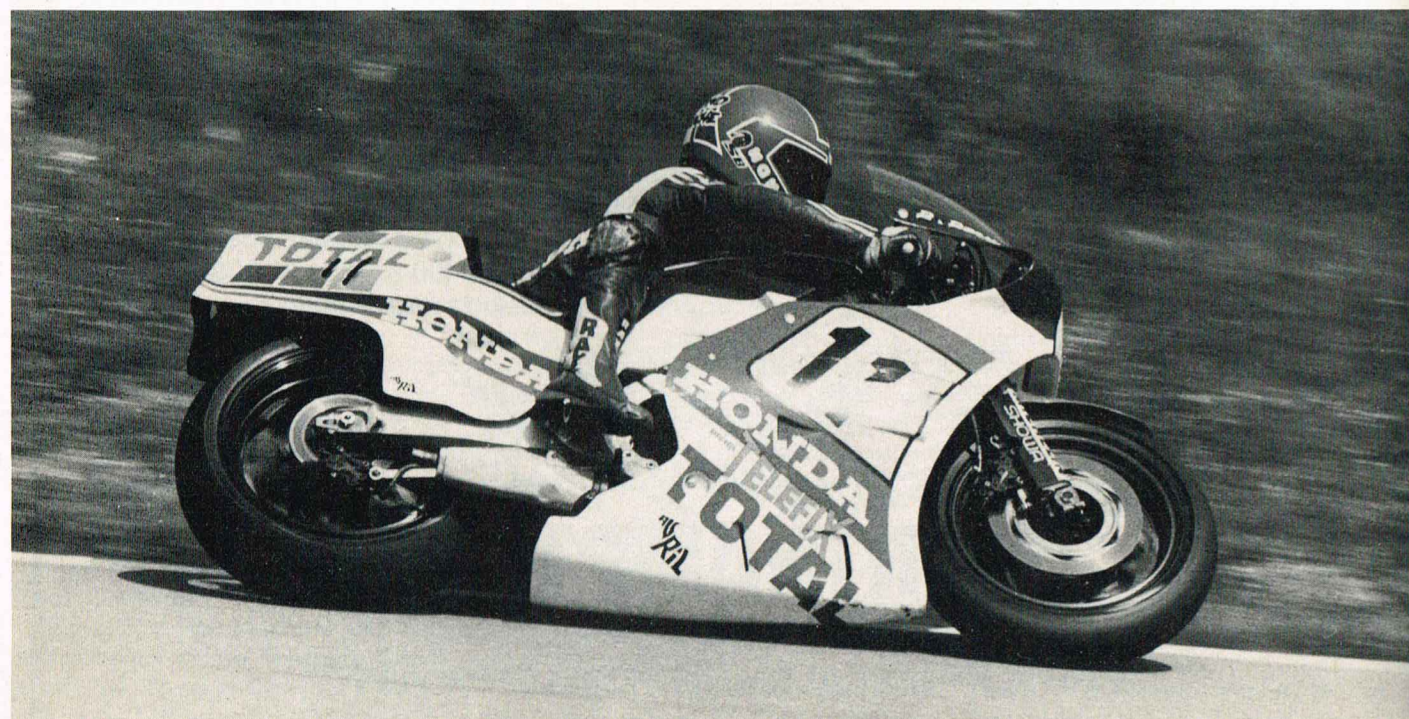
Randy Mamola — can he achieve his second 1984 GP win today?

three, and an attempt to switch from the four to the three for the race was blocked by the organisers because it would have been against the rules.

The race was another cruel disaster

for Freddie. A broken plug cap forced him into the pits soon after taking the lead at Assen.

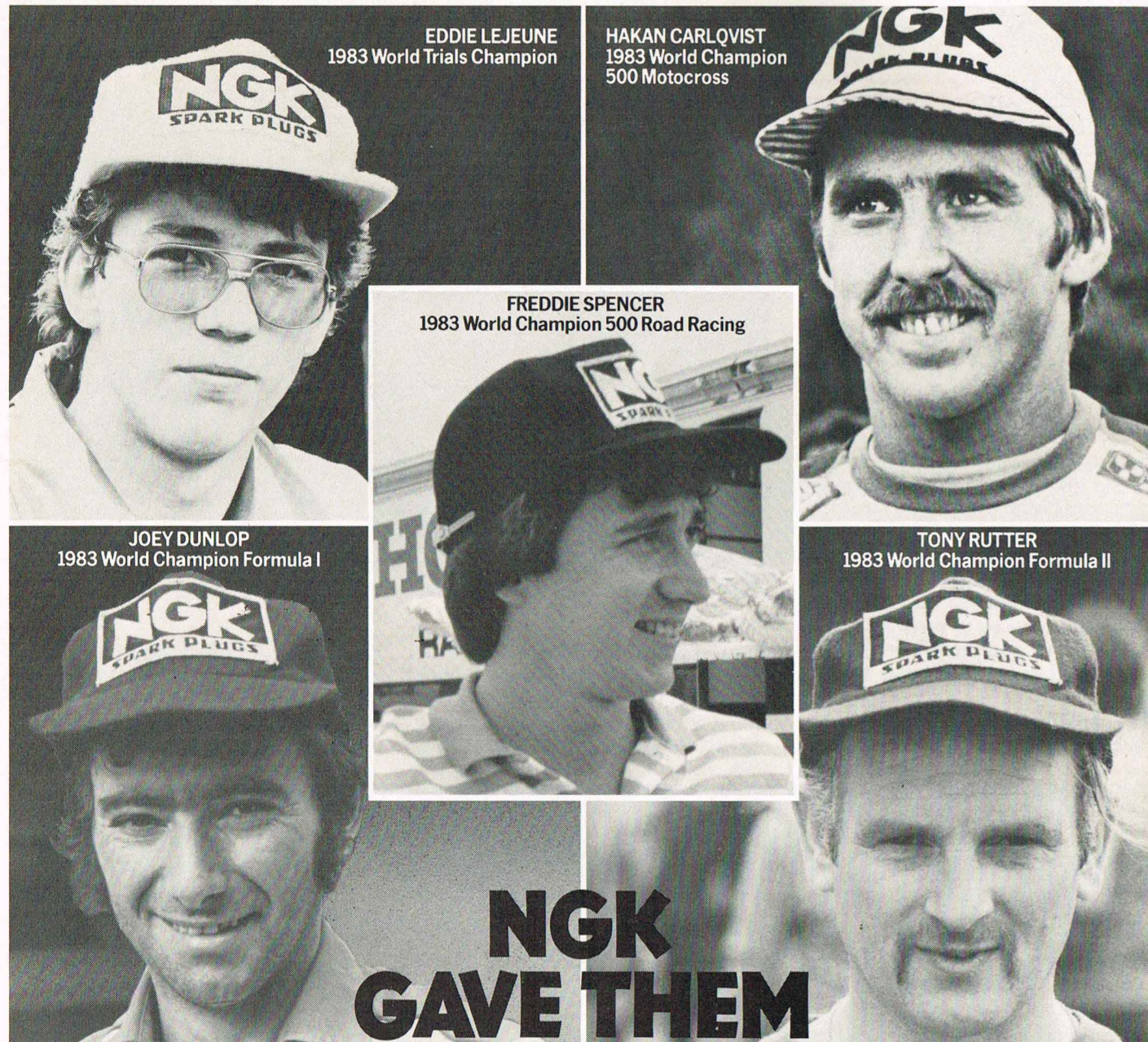
Lawson did not have it easy though. Randy Mamola and Raymond Roche



Raymond Roche on his way to third place in Yugoslavia.



Britain's 'Rocket' Ron Haslam defies gravity on his 500 Honda



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fought an epic duel with the Yamaha man, forcing him back to third in a sensational last lap. \*\*

Spencer was back on the three cylinder for the actual race in Belgium, and the opposition did not see which way he went! But with Lawson fourth those valuable eight points kept him 20 points ahead in the championship chase.

Honda are certain to have every available man and machine on the grid at Silverstone to cut that lead.

Frenchman Roche, the sensation of the season has entertained the crowd and established himself among the top Grand Prix riders in the world.

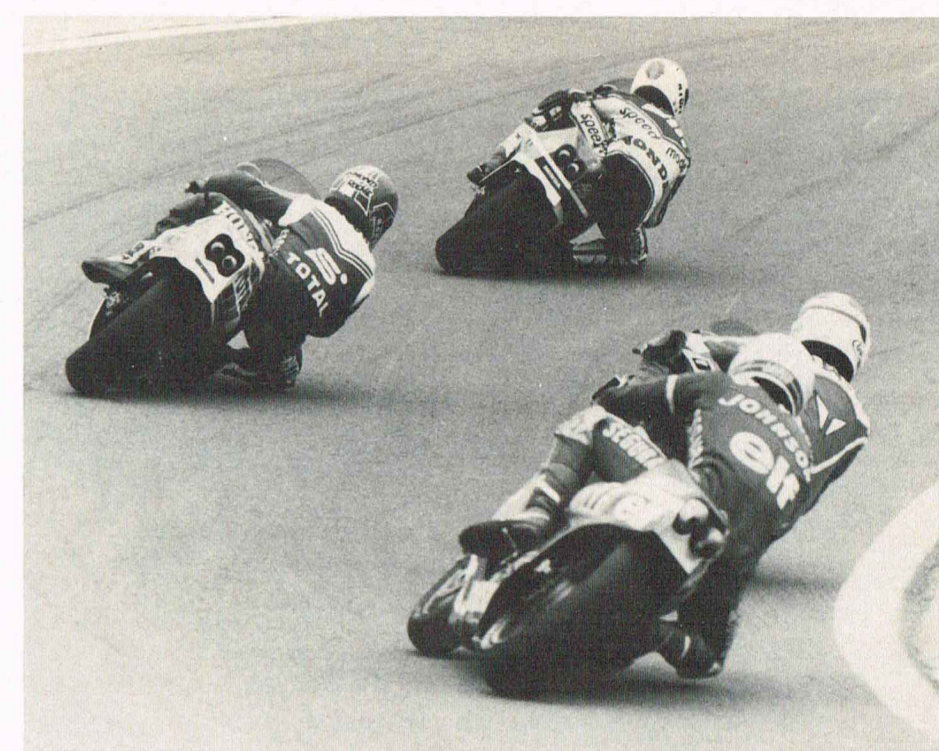
Randy Mamola has made up for missing the opening two rounds of the series to recapture his exhilarating best form, and climb up the chart table.

Young Belgian Didier de Radigues should have the loan of a factory three cylinder motor for Alan Chevellier to house in one of his rolling chassis, and could easily pull off a major surprise.

Wayne Gardner, the 24 year old Australian also earned the loan of a "works" three in Belgium and continued his splendid record of scoring points in every Grand Prix he has contested this year.

But of all the Honda men Ron Haslam is the one most determined to win the British Grand Prix, if he can.

The 28 year old Langley Mill racer saw his first big chance of a Grand Prix



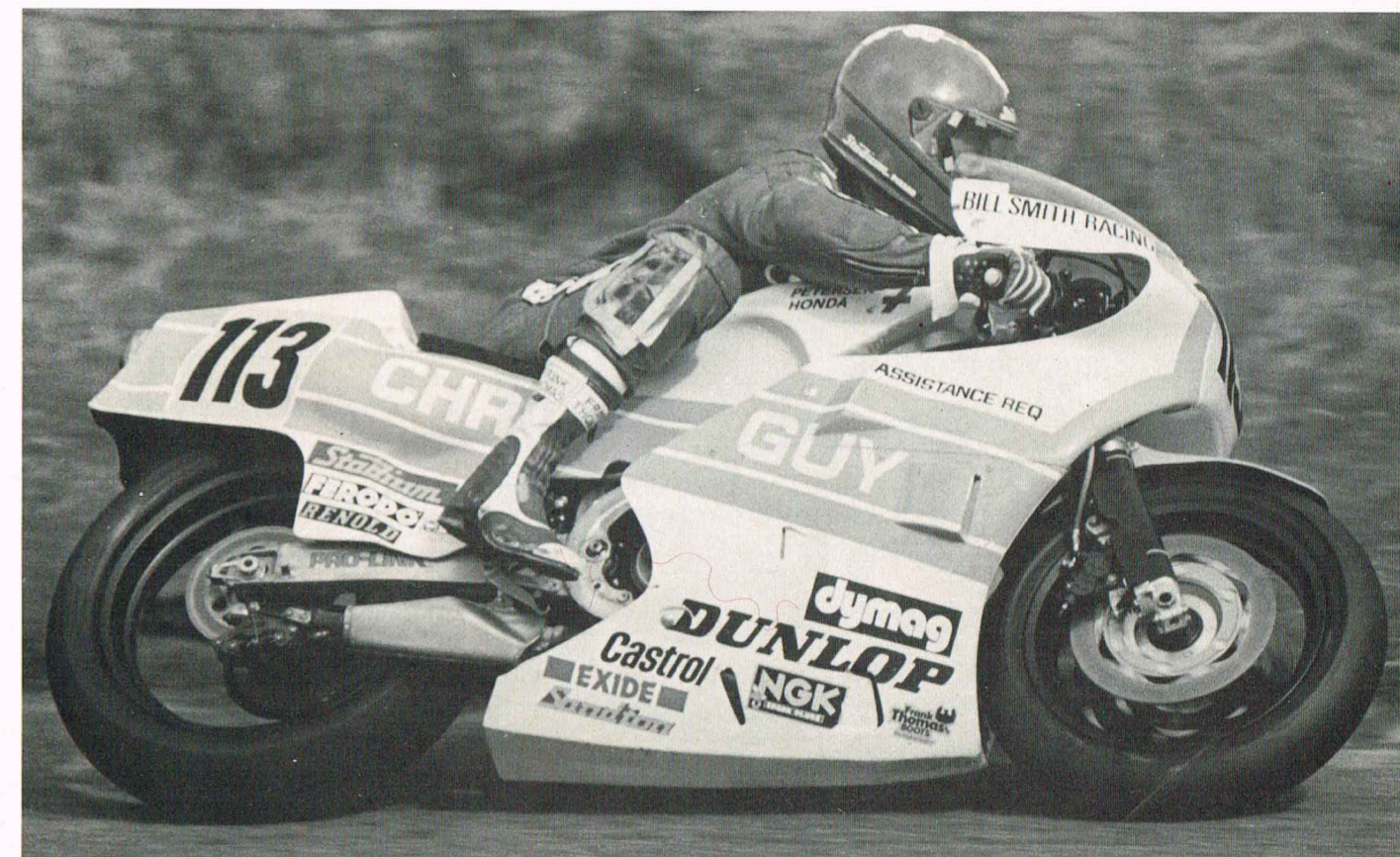
Action from the Yugoslavian Grand Prix.

win go when his Honda seized in the rain at Kyalami, and since then something, usually minor, has stopped him fulfilling his true potential.

Britain's other best bet for a Silverstone win is of course Barry Sheene. Soon to be 34 years old Barry has produced some splendid rides in this year's GPs, but he would be the

first to point out that his Heron Suzuki is no match for the best bikes from Honda and Suzuki.

To anyone who has been to Silverstone for previous GPs do not need me to point out that at the Marlboro British Grand Prix anything can and does usually happen!



Battling privateer, Chris Guy on his Honda.

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6-7	71	28	51	20	£15.00
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10-11	81	32	61	24	£15.00
12-13	84	33	64	25	£15.00
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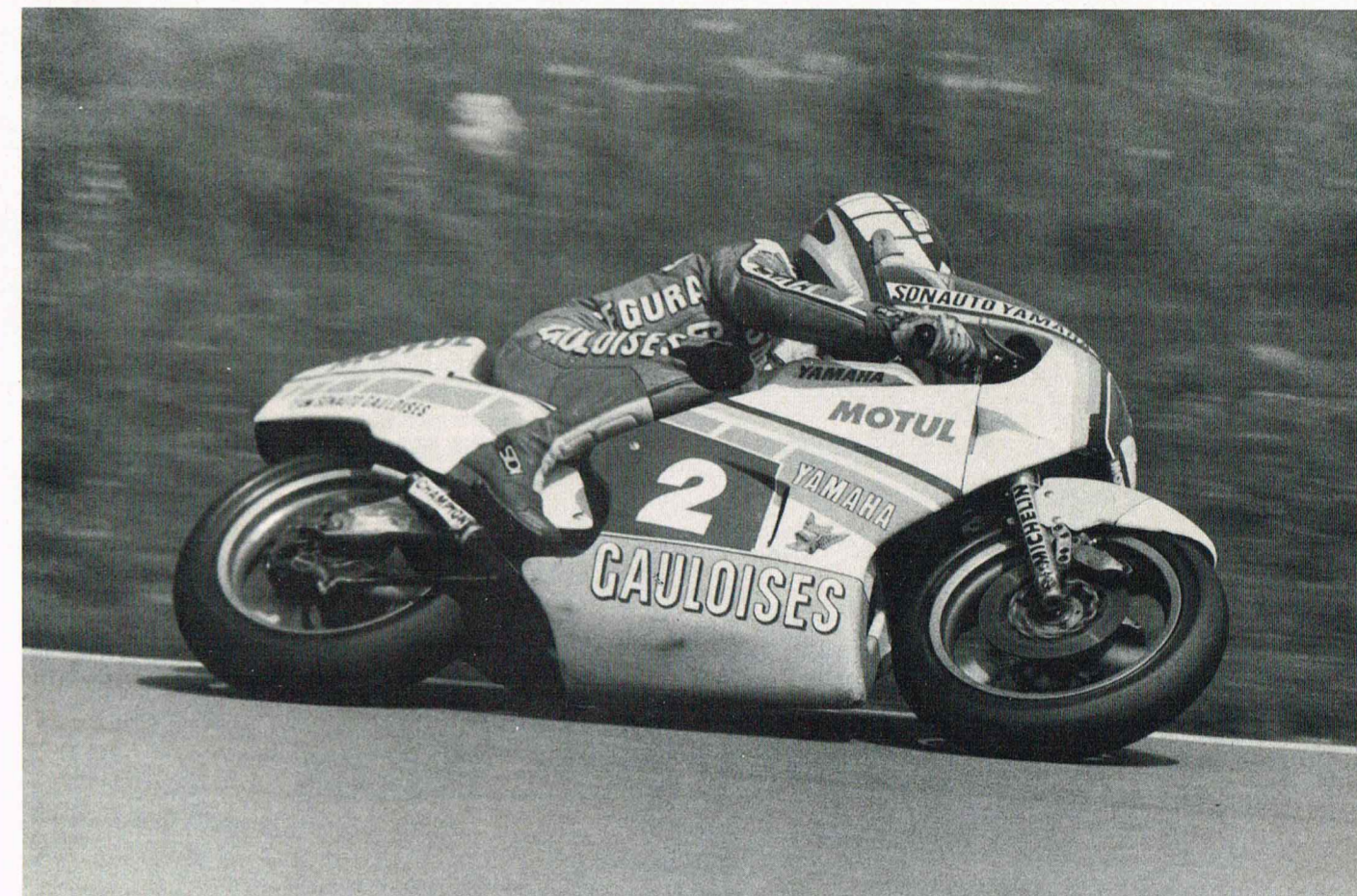
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## 250 cc — Another Heart Stopper



Christian Sarron — current championship leader.

The 500cc class may have the glamour at the Grands Prix, but for excitement and close, competitive racing there is nothing to match the 250.

With half a dozen classic confrontations already this season, and memories of last year's Silverstone thriller still vivid the scene is set for another heart stopper.

Heading the 250cc title chase this year is Frenchman Christian Sarron.

The quiet, unassuming rider from Clermont-Ferrand has won two rounds and holds a 12 points advantage going into the Silverstone race, but the pack on his heels are getting closer and closer.

Manfred Herweh has scored fifty of his tally of 70 points in the last four rounds, and the West German is a hard man to beat anywhere, but especially on super fast circuits like Silverstone.

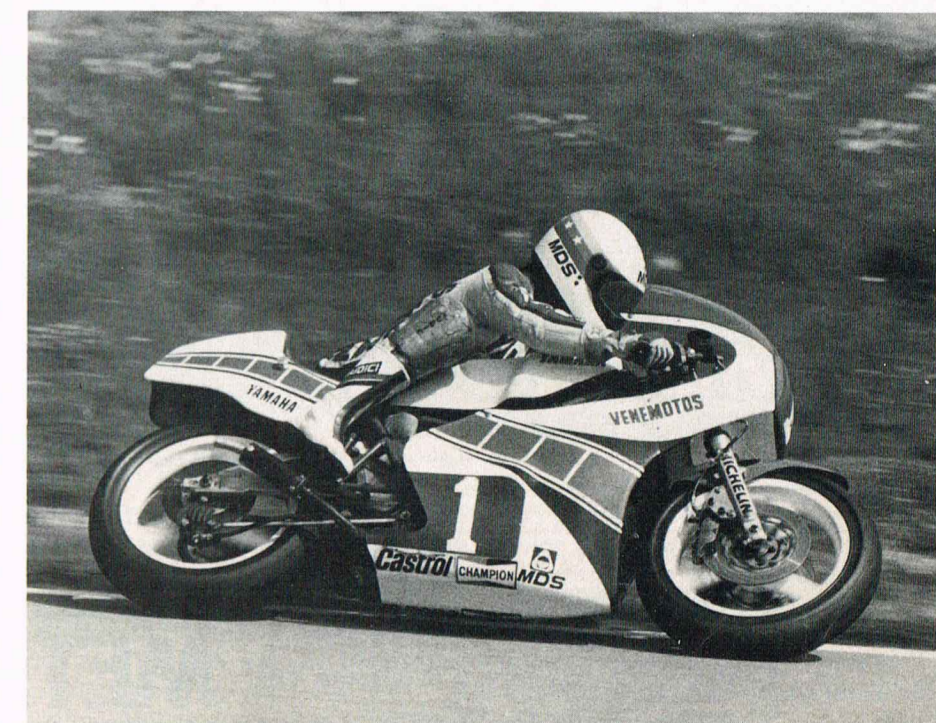
Third is former world champion Toni Mang, back at his best after a brief and unsuccessful attempt to break into the 500cc class, but he is 24 down on Sarron and twelve behind fellow countryman Herweh.

Three rounds left, though, means a possible 45 points up for grabs, so anything can still happen.

If the title itself is difficult to forecast, then picking winners is fifteen times more difficult, because that's about the number of men capable of doing just that.

First the men who have won a race or more this year.

Sarron, himself is top of the list. His Sonauto Yamaha is fast, and Christian riding superbly.



Carlos Lavado, 1983 250 cc World Champion, will find it difficult to retain his title.



# MG IS BACK WHERE IT BELONGS.



March 4	Silverstone	July 8	Donington Park
March 25	Brands Hatch	July 29	Snetterton
April 23	Silverstone	August 18	Oulton Park
May 7	Silverstone	August 27	Silverstone
May 12	Silverstone	September 8/9	Silverstone
May 28	Silverstone	September 30	Thruxton
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MG is back on the track.

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## METRO MG 1300

DRIVING IS BELIEVING

Herweh, fast and aggressive on the race has a Rotax based machine that can match and at times out pace anything that Yamaha can produce.

Mang, full of experience and skill cannot be ruled out. He won in France, despite a riding error at the chicane that dropped him from first to eighth and gave him the hard work to do all over again.

Spaniard Sito Pons, armed with his Cobas took number one place in the Spanish Grand Prix at Jarama, and but for some bad luck in places like France where he was brought down on the last lap, could be even higher in the points table.

Reigning world champion Carlos Lavado can see his title slipping away from him, despite a win in Holland, a second in France and a third in Spain. But three crashes in other rounds, all when leading have not exactly helped!

Patrick Fernandez had his act together in the opening round of the championship in South Africa and won. But since then things have never been so good.

But if Patrick's year looks topsy turvey spare a thought for young Italian Fausto Ricci who won the Italian round at Misano, and has not done a thing since then. In fact at a couple of races has failed even to qualify.

So much for the men who have seen the chequered flag first. How about the super stars who have come close?

Martin Wimmer, who Silverstone fans will remember as a winner at the British Grand Prix before now, has been runner up in Italy and West Germany already this year. The Munich racer loves Silverstone and desperately needs a win.

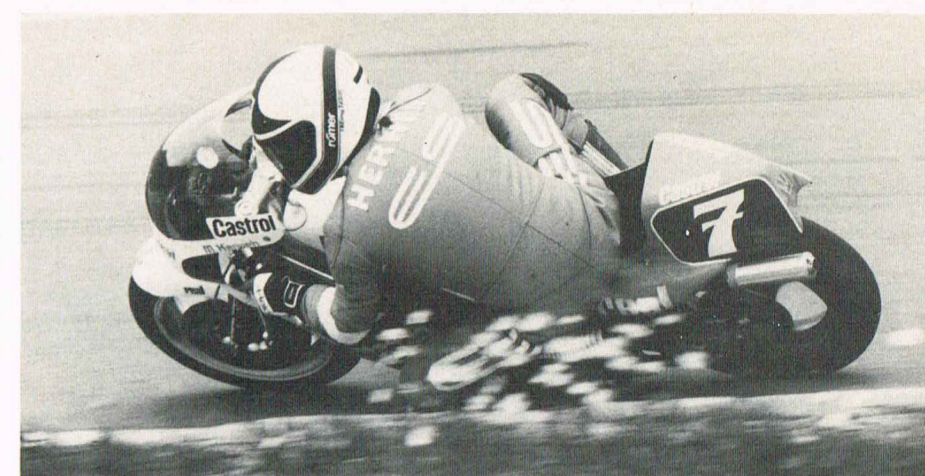
Last year's winner, Jacques Bolle has never really had the Pernod buzzing this year, but that could change, and the Frenchman cannot be ruled out.

Nor can teammate Jean Francois Balde. This cheerful Frenchman has probably forgotten more about race tactics than most of his younger rivals have learnt.

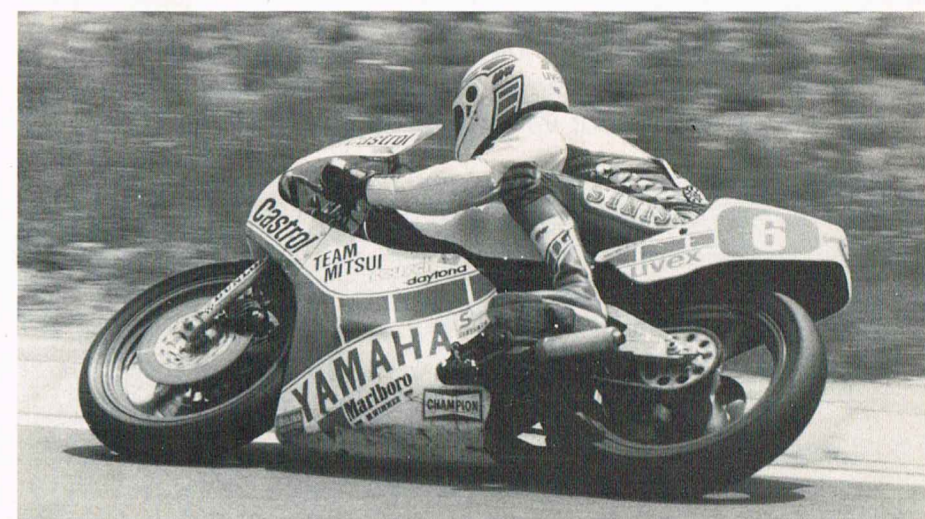
Two other Frenchmen will be there or thereabouts, too. Guy Bertin's MBA has been a rocket ship in every race and though the Italian bike has not finished from time to time Silverstone will be a good place to show its incredible pace.

Thierry Espie has yet to win a race in '84, but he has been consistently up among the leaders and the bespectacled Chevellier racer is overdue for victory.

Lanky Swiss star Jacques Cornu is another who has hit form in recent weeks. Third in Yugoslavia and second in Holland the Yamaha racer likes the fast tracks.



A good result at Silverstone for Manfred Herweh could really put the pressure on Christian Sarron.



Martin Wimmer has twice been second this year. Can he go one better and win today?



One of Britain's leading 250 cc contenders, Donnie McLeod on his Yamaha.

Carlos Lavado's teammate in the Venemotos ranks, Ivan Palazesse threw away his chance of 15 points, literally when he crashed while leading the Spanish GP. But the young Venezuelan and his Yamaha are an impressive partnership.

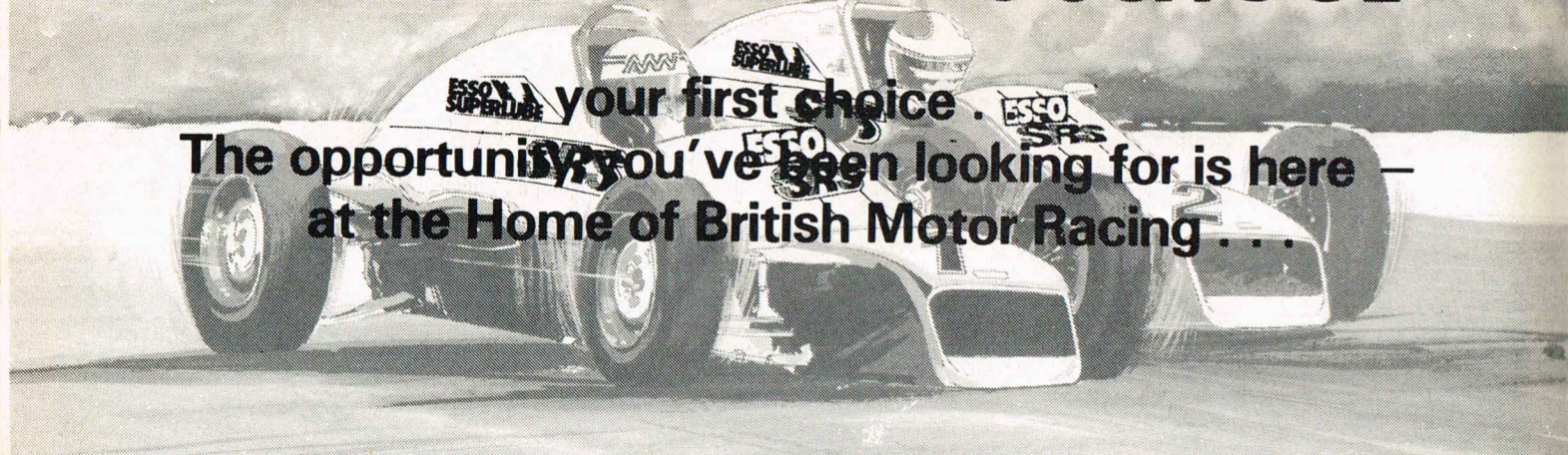
Kenny Roberts used the 250cc class as his passport to the GPs years ago,

and young Californian Wayne Rainey is doing the very same thing.

Rainey has a problem getting off the grid with the others despite some splendid practice times. Closest he has been to winning was in Italy when he took third place and set the fastest lap of the race.

Marlboro Team Roberts could have

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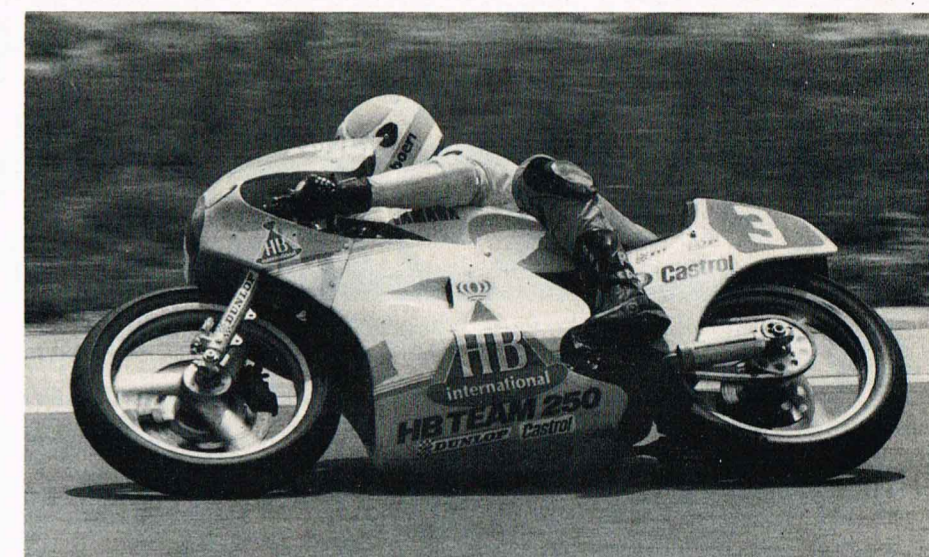


their first win of the year at Silverstone from Wayne, or his teammate, Alan Carter.

Soon to be 20, Alan can point to a fourth in Spain, but that blanket finish could easily have gone his way. The Yorkshire youngster's knee out style should suit Silverstone, and if the Yamahas are running at peak performance he is a man to watch.

Sixteen riders, all with a chance of winning the 250cc race.

Or perhaps that should read seventeen if Scotsman Donnie McLeod is taken into account. McLeod has suffered more bad luck than most this season, but ask any of his rivals in the world championship, or the domestic scene and they will tell you how hard he is to beat.



*Anton Mang, currently lies third in the Championship.*

## 125 cc — A Race for Second Place?



*125 cc. action from last year.*

It is not a question of who is going to win the 125cc race, usually, but more of who will finish second to Angel Nieto.

The Spaniard, winner of 12 world titles in his long career is well on target for crown number 13 in this year's 125cc after taking his fifth successive 125 victory in succession at the Dutch TT.

The Garelli mounted rider is really in

a class of his own, without detracting too much from his illustrious teammate Eugenio Lazzarini who has been his constant shadow for the past couple of seasons.

In Holland it was little Swiss character Hans Muller who chased the Garelli duo in vain.

But Maurizio Vitali has proved that he, and his MBA can make life difficult for the Garelli pair, when he stays on,

that is!

Vitali started the year well in the Italian round at Misano grabbing second place, and pushing Lazzarini down to third position.

But Vitali crashed in Spain in the next round, leaving the outpaced Hans Muller and Stefano Carrachi to follow the Garellis home.

Nieta made it win number three in West Germany after Vitali had set

# FERODO FORMULA 1 GOES ON WINNING



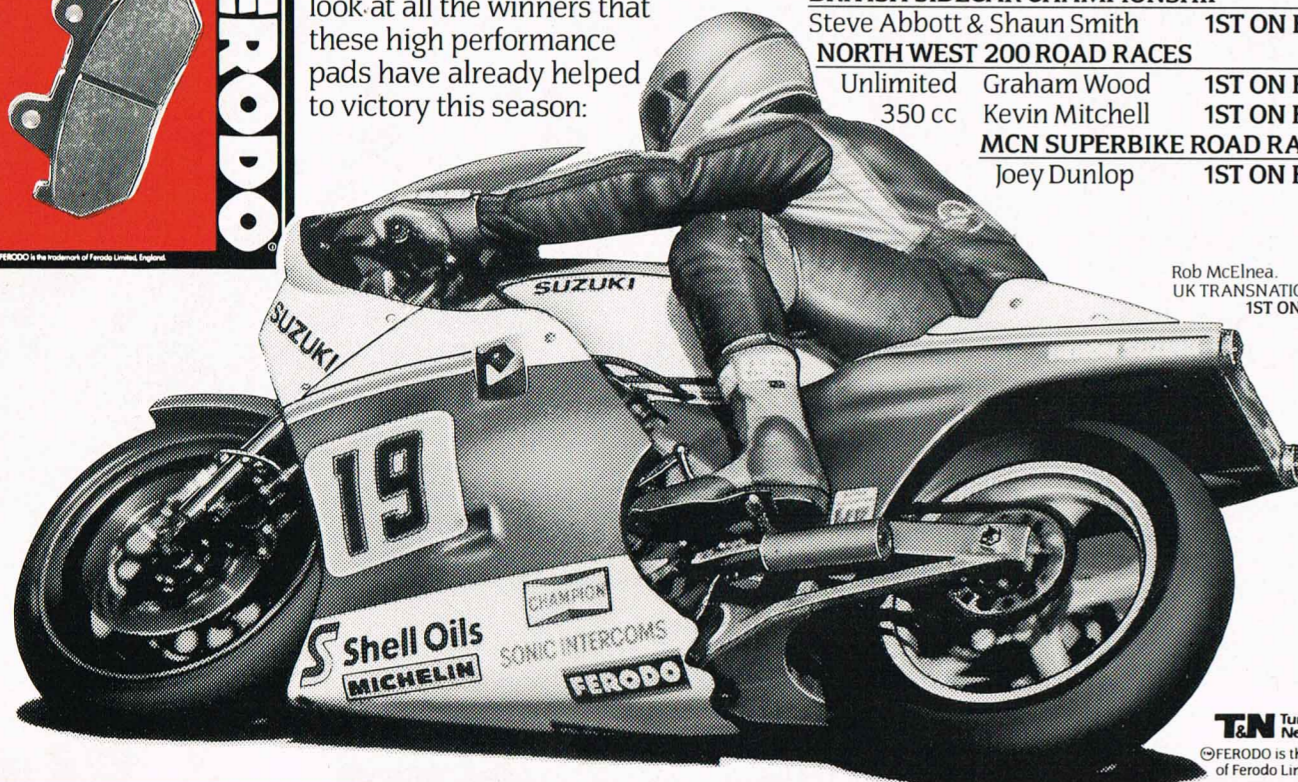
**Formula 1 Disc Brake Pads, by FERODO**  
By now, you've probably already heard how they maintain braking that's light and responsive at temperatures where lesser pads simply fade away. Or how when the heavens open, Ferodo's special formulation helps water to 'escape' from the disc so efficiently that the old wet-weather-lag-and-grab danger is eliminated. Such is this consistency of performance across all weather conditions that it's hardly surprising how many world-class riders put their trust in FERODO disc pads.

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available to fit your road bike. And if you still need any convincing that FERODO Formula 1 pads will give a racer's edge to your braking—and a racer's safety—just take a close look at all the winners that these high performance pads have already helped to victory this season:



**FERODO**



Rob McElnea,  
UK TRANSNATIONAL SERIES,  
1ST ON FERODO

## THE FERODO FORMULA 1 TRACK RECORD SO FAR THIS SEASON:

### TT-ALL MAJOR EVENTS WON ON FERODO - PLUS

#### FORMULA 1 WORLD CHAMPIONSHIPS

Isle of Man	Joey Dunlop	1ST ON FERODO
Holland	Roger Marshall	1ST ON FERODO

#### EUROPEAN CHAMPIONSHIP-250 cc

Italy	Steve Williams	1ST ON FERODO
Austria	Gary Noel	1ST ON FERODO
Sweden	Gary Noel	1ST ON FERODO
Great Britain	Gary Noel	1ST ON FERODO

#### EUROPEAN CHAMPIONSHIPS-500 cc

Great Britain	Steve Parrish	1ST ON FERODO
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#### EUROPEAN CHAMPIONSHIPS-SIDECARS

Sweden	T. Haslam & J. Gaiwey	1ST ON FERODO
Great Britain	S. Webster & T. Hewitt	1ST ON FERODO

#### UK TRANSNATIONAL SERIES

Overall Winner	Rob McElnea	1ST ON FERODO
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#### BRITISH ROAD RACE CHAMPIONSHIP-500 cc

Mick Grant		1ST ON FERODO
------------	--	---------------

#### BRITISH SIDECAR CHAMPIONSHIP

Steve Abbott & Shaun Smith		1ST ON FERODO
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Unlimited	Graham Wood	1ST ON FERODO
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fastest time in practice, and then crashed while with the leading group early in the race.

But Lazzarini did not follow Nieto home. This time another young Italian, a force in this year's European championship Luca Cadalora on his MBA was second, just over half a second behind Nieto, and just a fifth of a second in front of Lazzarini. Fourth was Fausto Gresini, and he was only half a second down on Lazzarini. That's

what I call a blanket finish.

Nieto only qualified eighth fastest for the French round at Paul Ricard, but that made little difference in the race, and the Spaniard ran out the winner followed by Lazzarini, and Austrian August Auinger.

Again it was a close thing. Just seventh tenths of a second between first and third.

The Dutch was the fifth round, and it gave Nieto another win.

Vitali had been with him early on before taking a dive, and that left Nieto to win as he pleased, shadowed by little Eugenio and chased in vain by Hans Muller.

Nieto is unlikely to clinch his title at Silverstone, but it would be a brave or foolish man who dreamed that he will not make it winner number six.

The question is, who will be second?

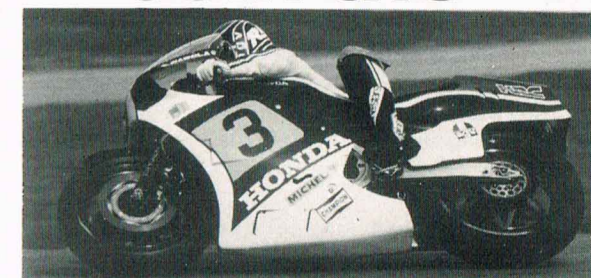


Eugenio Lazzarini — Nieto's closest rival.



Two World Champions meet in Monaco? Eddie Lawson and Alain Prost.

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# The Daily Express British Grand Prix for Sidecars

by John Brown

It was at Silverstone two years ago that Dutchman Egbert Streuer and Bernard Schneiders won their first world championship race.

The pair from Assen grabbed first place again last July in the British world championship round as they headed for second place in the title battle and now this year they start the Marlboro British Grand Prix as leaders of one of the closest conflicts ever for the sidecar world crown.

Driver Streuer and passenger Schneiders managed to split the Krauser trio of Rolf Biland, Werner Schwarzel and Alain Michel in the championship last year and it is these three drivers who are out to make sure the Dutchmen do not succeed in 1984.

As they line up for the sixth and penultimate round at the Northamptonshire circuit Streuer has a two point lead over Schwarzel, five over Michel and 22 over defending champion Biland who has two victories and three breakdowns to his credit this season. Thirty-year-old Streuer with wins in Austria and Germany this year, a second in Holland and third in France to give him a 52 point total could well have been in for the kill at Silverstone if gearbox failure had not put him out of the proceeding Belgian Grand Prix at Francorchamps.

"If we could have made second place in Belgium a similar placing in Britain would have given us the championship," said Streuer. "Now we have a tough fight on our hands and we must go out for a third Silverstone victory in a row."

The prospect of this does not worry Streuer these days because he has now overcome the idea that championship winner on four occasions, Biland is unbeatable.

"Three years ago I had it firmly in my mind that Biland was simply a better driver than anyone else and that provided he did not have machine trouble he had to be the race winner," said Streuer.

"But now that has changed because having once beaten him fair and square I realised that it was not just driving ability but having at least equal machinery that went towards winning races."

Streuer, who this year has a £50,000 racing budget the bulk of it coming from his main sponsors, cigarette manufacturers Barclays, started to realise he could make the break through during the 1982 season.

"I never actually went out to beat Rolf that year although I could see that with our better outfit we were becoming far more on level terms. For example I put in the fastest practice lap at Silverstone but I am not sure that I could have actually beaten Rolf if he had finished the race," explained Streuer.

But that victory no doubt boosted the determination of the Dutchman and last year he not only gained maximum points at Silverstone but also in the West German GP at Hockenheim. And then for good measure as the confidence started to build he chased Biland home in the Belgian and Swedish grands prix.

"Although I could not spend as much money as Rolf, my engines were getting better and so were the tyres I was using, there is no doubt that everything has to be perfect to beat him," smiled the bearded Streuer, who would be the first sidecar champion from Holland, and only the third competitor from that country to win a world title, if he can stay at the top to the end of the season.

To save you going through the record books the other two are 50cc riders, Jan de Vries taking the title in 1971 and 1973, and Henk van Kessel in 1974.

Streuer does much of the preparation work on the outfit himself with the backing of Ferry Swaep. "He is an excellent mechanic and he has worked much closer with me over the last two years," said Egbert.

"Most of the work involves the Yamaha engines we use and the fact that one of three we have is still on the brake and so far unused this season speaks highly of the standard of work and tuning that Ferry is capable of," he added.

Streuer does not carry out modifications to the LCR chassis that he relies on.

"I get a new one every year from Louis Christian and we race it as it is delivered," he said. "I feel that too much alteration can be detrimental to

handling rather than improving it."

Although obviously disappointed by the pointless result in Belgium, Egbert is still confident about his chances.

"I like the Silverstone circuit and it has certainly brought me luck in the past," he said. "It has fast corners which suits my style and reduces the advantage Rolf may still have over me as a driver. The essential is a quick engine and I am confident we are a speed match for him. If Rolf wins at Silverstone it won't matter to me too much, his breakdown in Belgium when his machine broke a water hose has put him out of the running really unless Michel, Schwarzel and I all break down in the next two rounds."

Whatever the outcome of this year's championship there is no doubt that the likable Dutch pair will be back again next year.

"For the defence of the title or still out to get it for the first time, it does not matter what the situation is we will be doing all the rounds again," assured Streuer.

He started racing at his homeland events in 1975 and progressed to the world championships in 1978.

"That year and the following one I did some of the rounds and then increased my commitment to a full grand prix season in 1980."

"In 1980, the year the late Jock Taylor with passenger Benga Johansson won the title on his Fowlers of Bristol outfit, Streuer was fourth in the championship. His best placing was third in the final round West German GP but before that there had been fourth places in France, Yugoslavia, Holland and Czechoslovakia. At Silverstone he was sixth.

Regular passenger until then Jan van de Kaap decided to quit at the end of 1980 and it was then that Bernard took over the 'chairmans' duties.

"It was in 1981 that I managed to get the feel for Silverstone and find out the fast line," said Streuer. "And it was thanks to British passenger Kenny Williams."

Bernard was having trouble with an injured left shoulder — "it kept dropping out of its socket which did not do much to help our racing confidence," said Egbert — so Kenny agreed to help

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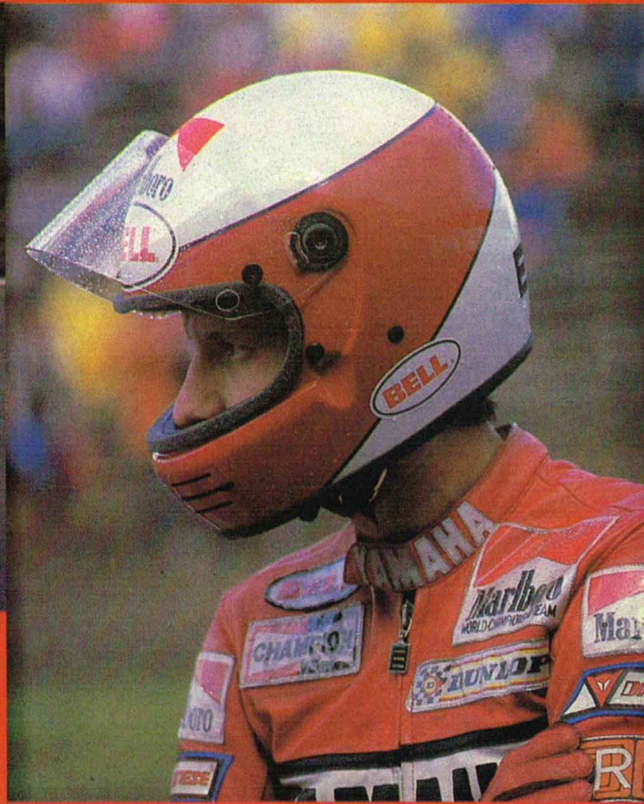
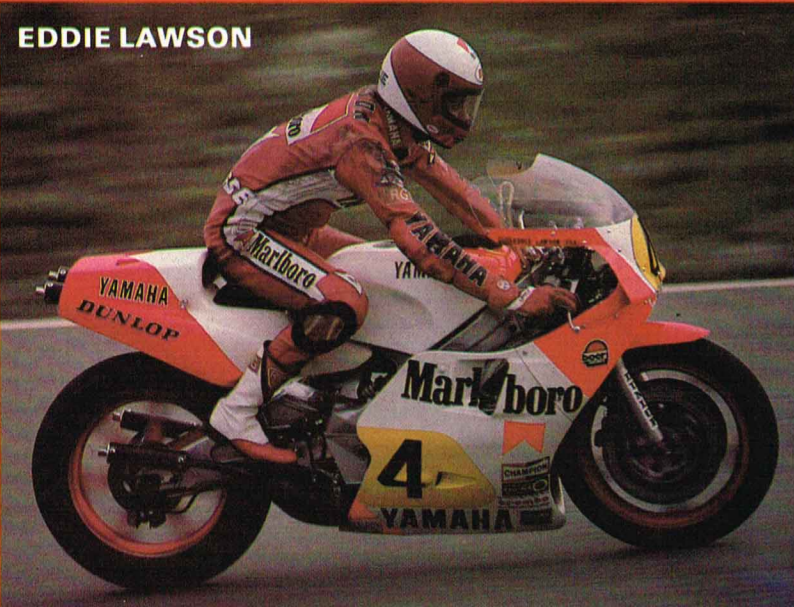
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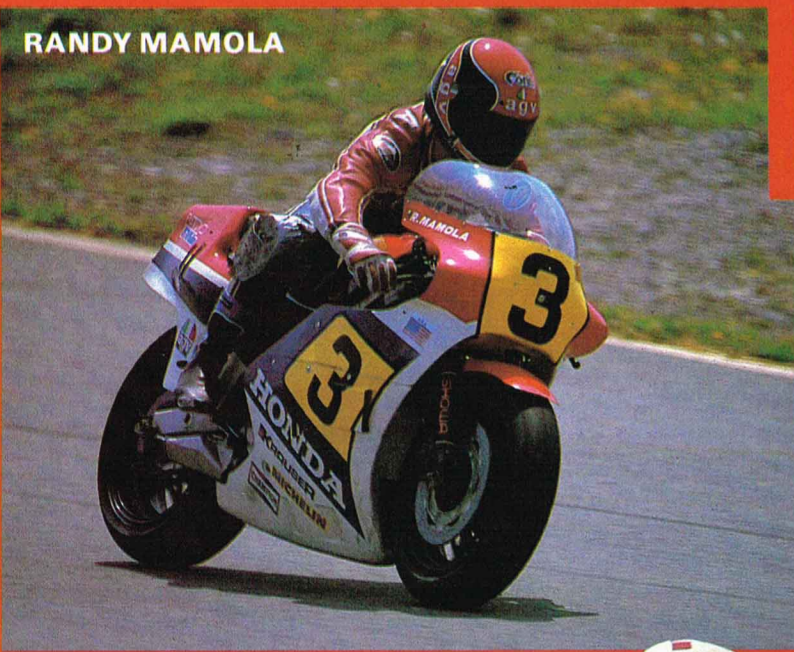
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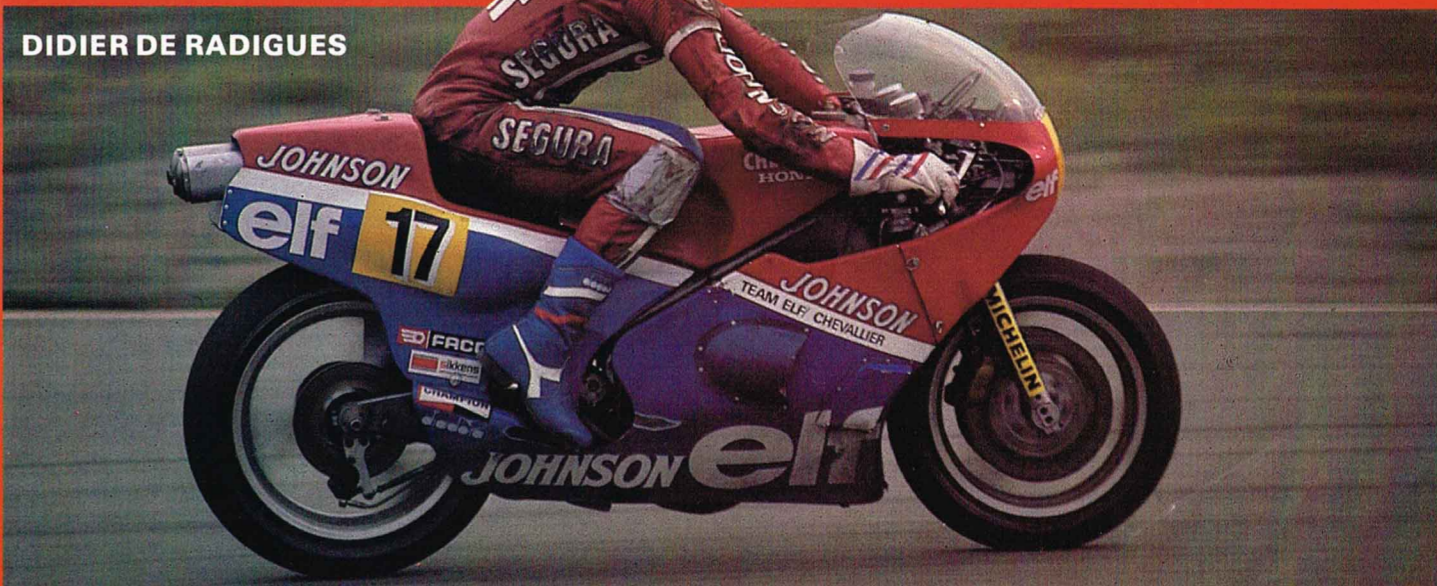
FREDDIE SPENCER



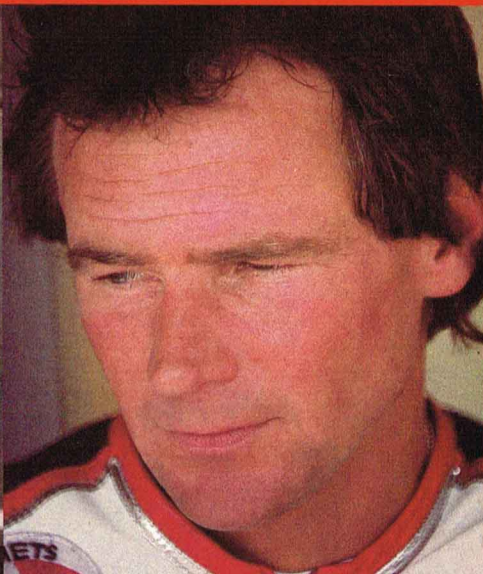
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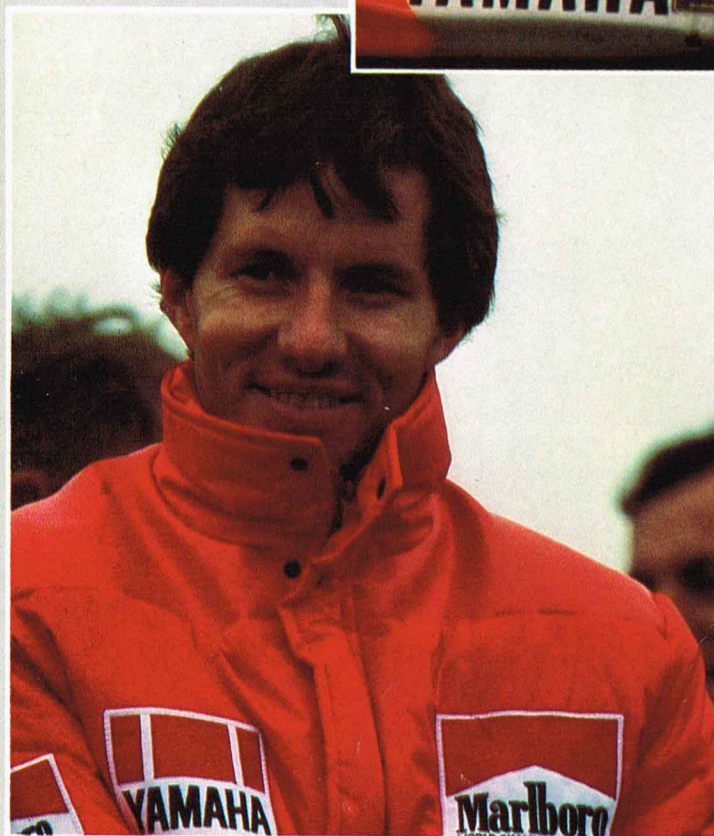
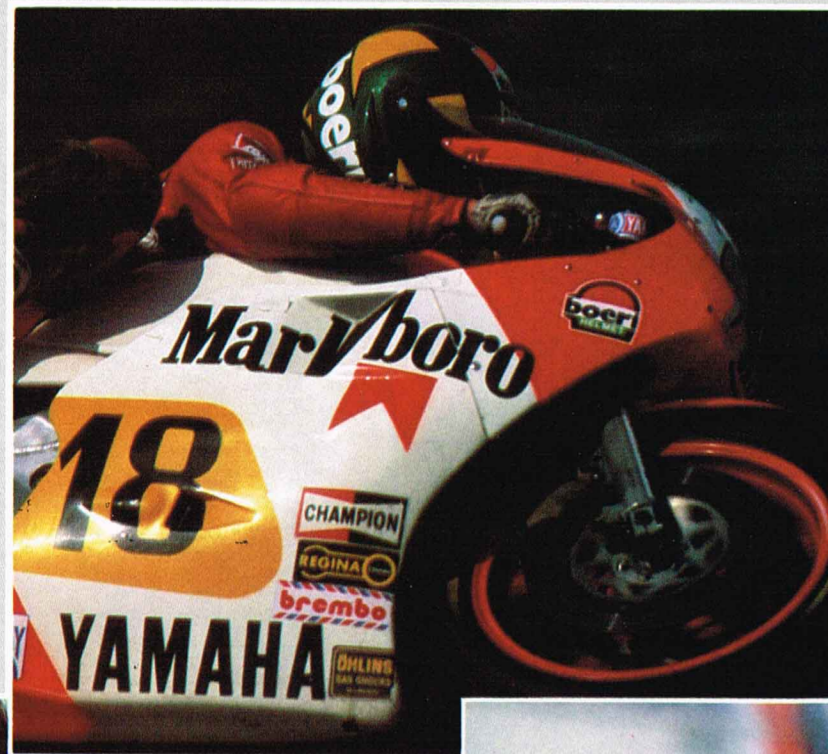
At first sight the price tag of £2,890 may seem a trifle heavy.

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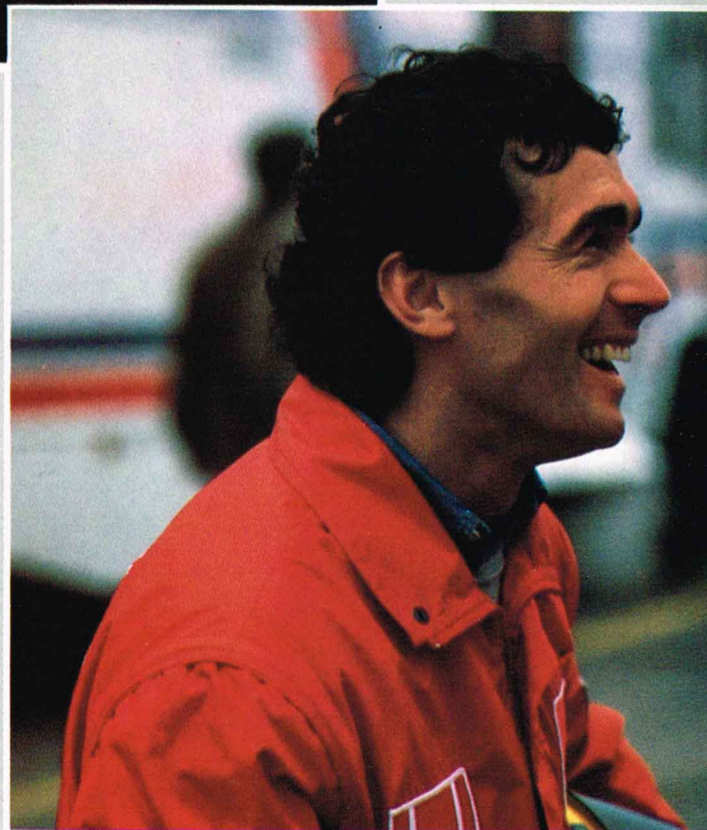


**THE ULTIMATE RIDING MACHINE**

# **Marlboro British Grand Prix**



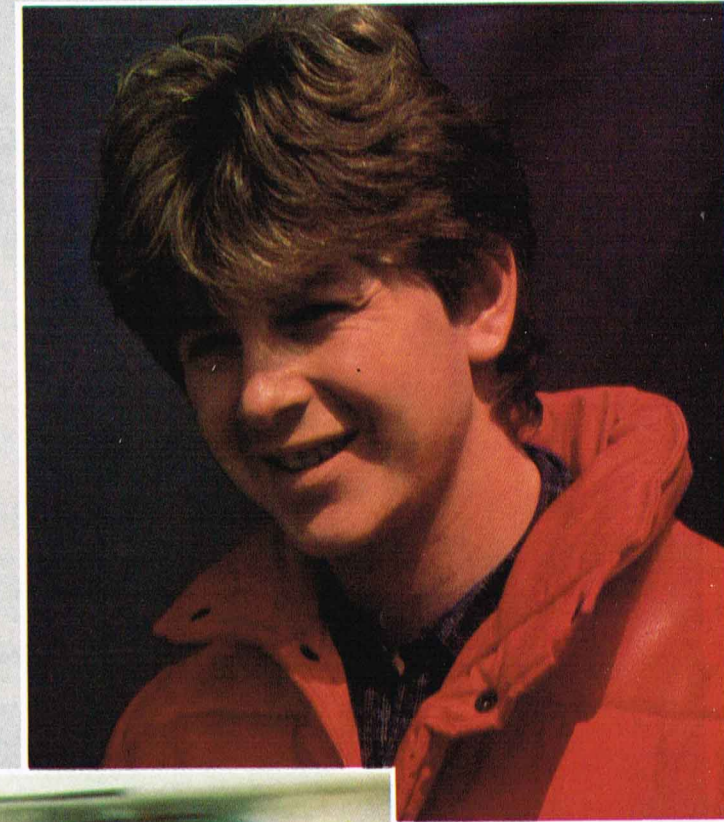
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# Marlboro

## British Grand Prix

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

Silverstone Fri/Sat/Sun, 3/4/5 August, 1984

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

Sponsored by Marlboro  
supported by the Daily Express

Held under the International Sporting Code of the F.I.M. and the General Competition  
Rules and Supplementary Regulations of the A.C.U. I.M.N. No. RO/1/10.  
ACU Permit No. AU410.

### TIMETABLE

#### Friday, 3rd August, 1984

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, 4th August, 1984

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, 5th August, 1984

06.30 — 10.45 Coach Rides Round the Circuit  
09.00 — 10.45 Pit Road "Walk-About" for holders of Centre Transfers  
11.00 Parade by Chas. Mortimer Motor Cycle Racing School and Silvestone Racing School.  
11.20 Parade of Flags of the Competing Nations  
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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Our grateful thanks go to the Northampton St. John Ambulance Brigade and to all the voluntary officials without whom this meeting would not be possible.



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# 1984 WORLD CHAMPIONSHIP GRANDS PRIX

## Results so far:

### SOUTH AFRICAN GRAND PRIX — March 24th — Kyalami

**500cc**  
1. Eddie Lawson (Yamaha) 85.94 mph  
2. Raymond Roche (Honda)  
3. Barry Sheene (Suzuki)  
Fastest Lap: Barry Sheene 1 min. 42.39 secs. 89.94 mph

**250cc**  
1. Patrick Fernandez (Yamaha) 90.78 mph  
2. Christian Sarron (Yamaha)  
3. Alfonso Pons (Cobas)  
Fastest Lap: Patrick Fernandez 1 min. 36.52 secs. 95.10 mph

### ITALIAN GRAND PRIX — April 15th — Misano

**500cc**  
1. Freddie Spencer (Honda) 93.99 mph  
2. Eddie Lawson (Yamaha)  
3. Raymond Roche (Honda)  
Fastest Lap: Freddy Spencer 1 min. 21.34 secs. 95.92 mph

**250cc**  
1. Fausto Ricci (Yamaha) 91.13 mph  
2. Martin Wimmer (Yamaha)  
3. Wayne Rainey (Yamaha)  
Fastest Lap: Wayne Rainey 1 min. 24.41 secs. 92.43 mph

**125cc**  
1. Angel Nieto (Garelli) 87.64 mph  
2. Maurizio Vitali (MBA)  
3. Eugenio Lazzarini (Garelli)  
Fastest Lap: Angel Nieto 1 min. 27.30 secs. 88.97 mph

### SPANISH GRAND PRIX — May 6th Jarama

**500cc**  
1. Eddie Lawson (Yamaha) 80.03 mph  
2. Randy Mamola (Honda)  
3. Raymond Roche (Honda)  
Fastest Lap: Eddie Lawson 1 min. 30.84 secs. 81.56 mph

**250cc**  
1. Alfonso Pons (Cobas) 78.04 mph  
2. Christian Sarron (Yamaha)  
3. Carlos Lavado (Yamaha)  
Fastest Lap: Jean-Francois Balde (Pernod) 1 min. 35.12 secs. 79.56 mph

**125cc**  
1. Angel Nieto (Garelli) 71.48 mph  
2. Eugenio Lazzarini (Garelli)  
3. Hans Muller (MBA)  
Fastest Lap: Angel Nieto 1 min. 39.87 secs. 74.14 mph

### AUSTRIAN GRAND PRIX — May 20th — Salzburgring

**500cc**  
1. Eddie Lawson (Yamaha) 118.34 mph  
2. Freddie Spencer (Honda)  
3. Randy Mamola (Honda)  
Fastest Lap: Randy Mamola 1 min. 18.93 secs. 120.11 mph

**250cc**  
1. Christian Sarron (Yamaha) 110.00 mph  
2. Anton Mang (Yamaha)  
3. Alfonso Pons (Cobas)  
Fastest Lap: Carlos Lavado (Yamaha) 1 min. 24.95 secs. 111.42 mph

**Sidecars**  
1. Egbert Streuer/Bernie Schnieders (Yamaha) 110.37 mph  
2. Werner Schwarzel/Andreas Huber (Yamaha)  
3. Masato Kumano/Helmut Diehl (Yamaha)  
Fastest Lap: Egbert Streuer/Bernie Schnieders 1 min. 23.55 secs. 113.46 mph

### WEST GERMAN GRAND PRIX — May 27th — Nurburgring

**500cc**  
1. Freddie Spencer (Honda) 96.52 mph  
2. Eddie Lawson (Yamaha)  
3. Randy Mamola (Honda)  
Fastest Lap: Freddie Spencer 1 min. 43.43 secs. 98.23 mph

**250cc**  
1. Christian Sarron (Yamaha) 91.63 mph  
2. Martin Wimmer (Yamaha)  
3. Manfred Herweh (Real)  
Fastest Lap: Manfred Herweh 1 min. 48.29 secs. 93.28 mph

**125cc**  
1. Angel Nieto (Garelli) 86.99 mph  
2. Luca Cadalora (MBA)  
3. Eugenio Lazzarini (Garelli)  
Fastest Lap: Eugenio Lazzarini 1 min. 53.48 secs. 89.48 mph

**Sidecars**  
1. Egbert Streuer/Bernie Schnieders (Yamaha) 92.15 mph  
2. Alain Michel/Jean-Marc Fresc (Yamaha)  
3. Steve Webster/Tony Hewitt (Yamaha)  
Fastest Lap: Egbert Streuer/Bernie Schnieders 1 min. 48.21 secs. 93.90 mph

### FRENCH GRAND PRIX — June 11th — Paul Ricard

**500cc**  
1. Freddie Spencer (Honda) 104.43 mph  
2. Eddie Lawson (Yamaha)  
3. Randy Mamola (Honda)  
Fastest Lap: Freddie Spencer 2 mins. 01.97 secs. 106.49 mph

**250cc**  
1. Anton Mang (Yamaha) 99.12 mph  
2. Carlos Lavado (Yamaha)  
3. Manfred Herweh (Real)  
Fastest Lap: Anton Mang 2 mins. 08.60 secs. 101.00 mph

**125cc**  
1. Angel Nieto (Garelli) 94.58 mph  
2. Eugenio Lazzarini (Garelli)  
3. August Auinger (MBA)  
Fastest Lap: Angel Nieto 2 mins. 14.27 secs. 96.73 mph

**Sidecars**  
1. Rolf Biland/Kurt Waltisperg 100.22 mph  
2. Alain Michel/Jean-Marc Fresc (Yamaha)  
3. Egbert Streuer/Bernie Schnieders (Yamaha)  
Fastest Lap: Rolf Biland/Kurt Waltisperg 2 mins. 08.10 secs. 101.32 mph

### YUGOSLAV GRAND PRIX — June 17th — Rijeka

**500cc**  
1. Freddie Spencer (Honda) 99.43 mph  
2. Randy Mamola (Honda)  
3. Raymond Roche (Honda)  
Fastest Lap: Freddie Spencer 1 min. 32.30 secs. 100.98 mph

**250cc**  
1. Manfred Herweh (Real) 95.44 mph  
2. Christian Sarron (Yamaha)  
3. Jacques Cornu (Yamaha)  
Fastest Lap: Carlos Lavado (Yamaha) 1 min. 36.12 secs. 97.00 mph

### DUTCH TT — June 30th — Assen

**500cc**  
1. Randy Mamola (Honda) 99.82 mph  
2. Raymond Roche (Honda)  
3. Eddie Lawson (Yamaha)  
Fastest Lap: Eddie Lawson 2 mins. 15.75 secs. 101.08 mph

**250cc**  
1. Carlos Lavado (Yamaha) 90.69 mph  
2. Jacques Cornu (Yamaha)  
3. Manfred Herweh (Real)  
Fastest Lap: Jacques Cornu 2 mins. 24.99 secs. 94.64 mph

**125cc**  
1. Angel Nieto (Garelli) 89.82 mph  
2. Eugenio Lazzarini (Garelli)  
3. Hans Muller (MBA)  
Fastest Lap: Angel Nieto 2 mins. 29.63 secs. 91.65 mph

**Sidecars**  
1. Rolf Biland/Kurt Waltisperg (Yamaha) 94.38 mph  
2. Egbert Streuer/Bernie Schnieders (Yamaha)  
3. Werner Schwarzel/Andreas Huber (Yamaha)  
Fastest Lap: Rolf Biland/Kurt Waltisperg 2 mins. 22.53 secs. 96.21 mph

### BELGIAN GRAND PRIX — July 8th — Francorchamps

**500cc**  
1. Freddie Spencer (Honda) 100.38 mph  
2. Randy Mamola (Honda)  
3. Raymond Roche (Honda)  
Fastest Lap: Freddie Spencer 2 mins. 32.78 secs. 101.61 mph

**250cc**  
1. Manfred Herweh (Real) 95.61 mph  
2. Alfonso Pons (Cobas)  
3. Christian Sarron (Yamaha)  
Fastest Lap: Manfred Herweh 2 mins. 39.90 secs. 96.97 mph

**Sidecars**  
1. Alain Michel/Jean-Marc Fresc (Yamaha) 95.42 mph  
2. Werner Schwarzel/Andreas Huber (Yamaha)  
3. Steve Abbott/Shawn Smith (Yamaha)  
Fastest Lap: Rolf Biland/Kurt Waltisperg (Yamaha) 2 mins 39.89 secs. 97.04 mph

Start 13.20 hrs (approx)

## WORLD CHAMPIONSHIP 125 cc RACE

94.20 kms

No.	RIDER/ENTRANT	TOWN/COUNTRY	MACHINE
1	ANGEL NIETO/Garelli	Spain	124 Garelli
2	BRUNO KNEUBUHLER/Romer Racing Team Suisse	Switzerland	123 XM
3	EUGENIO LAZZARINI/Garelli	Italy	124 Garelli
4	MAURIZIO VITALI	Italy	125 MBA
5	HANS MULLER	Switzerland	124 MBA Elit
6	JOHHNY WICKSTROM/Silja Line Ltd	Finland	125 MBA
8	FAUSTO GRESINI	Italy	124 Garelli
9	AUGUST AUINGER/Monnet Racing	Austria	124 Monnet
11	GERHARD WAIBEL/Massa Real Racing Team	Germany	125 Massa-Real
12	JEAN-CLAUDE SELINI	France	124 MBA-ABF
14	STEFANO CARACCHI	Italy	124 MBA
15	WILLY PEREZ	Argentina	124 MBA
20	WILLI HUPPERICH	Germany	125 Seel
21	EZIO GIANOLA	Italy	125 MBA
22	LUCA CADALORA	Italy	124 MBA
23	LUCIO PIETRONIRO/Bel-Ray Comp.	Belgium	125 MBA
24	MIGUEL GONZALES/FMV	Venezuela	124 MBA
26	HENK VAN KESSEL	Holland	125 MBA
27	NEIL ROBINSON/Turtle/Logan Racing	Ireland	124 MBA
28	JACQUES HUTTEAU	France	125 MBA
29	BADY HASSAINE	Algeria	124 MBA
30	GUISEPPE ASCAREGGI	Italy	125 MBA
31	HELMUT LICHTENBERG/Motorrad Spaett KG	Germany	124 MBA
32	ERICH KLEIN/MCS Rottenegg	Austria	125 Modal-MBA
33	OLIVIER LIEGEOIS	Belgium	124 Geli-MBA
34	THOMAS MOLLER PEDERSEN	Denmark	125 MBA
35	TONY SMITH	Leicester	123 MBA
36	ANTON STRAVER/J. Jong	Holland	125 Jong MBA
37	IVAN TROISI/FMV	Venezuela	124 MBA
38	ALOJZ PAVLIC/AMD Novo Mesto	Yugoslavia	124 Seel MBA
39	PETER BALAZ	Czechoslovakia	124 MBA
41	BEAT SIDLER/Romer Team Suisse	Switzerland	125 MBA Seel
42	TON SPEK	Holland	124 MBA
43	HENRIK RASMUSSEN	Denmark	125 MBA
44	BOY VAN ERP/De Kleijn Straalgrit	Holland	125 MBA
45	ALEX BEDFORD/Team Appleby Glade	Burton-on-Trent	124 MBA
46	MIKE LEITNER/Emco Sports	Austria	125 Emco-MBA
47	JACQUES GRANDJEAN	Switzerland	125 MBA
48	ROBIN APPELYARD/Colin Appleyard Ltd	Keighley	125 MBA
49	PETER SOMMER	Switzerland	125 MBA
50	JUSSI HAUTANIEMI	Finland	124 MBA
51	IAN MCCONNACHIE	Chesterfield	124 MBA
52	STEVE MASON	Ashbourne	125 MBA
53	ROBERT HMELJAK	Yugoslavia	125 MBA
54	DOMENICO BRIGAGLIA	Italy	125 MBA
55	HANS HUMMEL	Austria	124 MBA
56	PAUL BORDES	France	124 MBA
57	DAVID FABIAN	Burton Latimer	125 Sanvanero

<b>Lap Record:</b> Angel Nieto (Garelli)	1 min. 38.65 secs.	106.81 mph	171.90 kmh
<b>Race Record:</b> Angel Nieto (Garelli)	33 mins. 30.90 secs.	105.04 mph	169.04 kmh

## RESULTS

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

### Awards:

1st 5,600 S.Frs. and a Marlboro Trophy

2nd 4,500 S.Frs. and a Marlboro Trophy

3rd 3,400 S.Frs. and a Marlboro Trophy

4th 2,700 S.Frs. 5th 2,000 S.Frs. 6th 1,600 S.Frs. 7th 1,400 S.Frs. 8th 1,200 S.Frs. 9th 1,000 S.Frs. 10th 900 S.Frs. 11th to 15th 800 S.Frs. 16th to 20th 700 S.Frs. 21st to 25th 600 S.Frs. 26th to 30th 500 S.Frs. 31st to 36th and above 450 S.Frs.

Start 14.20 hrs (approx)

113.04 kms

No.	RIDER/ENTRANT	TOWN/COUNTRY	MACHINE
1	CARLOS LAVADO/Venemotos Racing Team	Venezuela	248 Yamaha
2	CHRISTIAN SARRON/Team Sonauto Gauloises	France	250 Yamaha
3	ANTON MANG/BAT Cigaretton Fabrik	Germany	249 HB-Yamaha
4	HERVE GUILLEUX	France	249 Chevallier
5	THIERRY ESPIE	France	249 Chevallier
6	MARTIN WIMMER/Mitsui-Yamaha Racing Team	Germany	249 Yamaha
7	MANFRED HERWEH/Massa Real GmbH	Germany	248 Real
8	JEAN-FRANCOIS BALDE/Pernod	France	250 Pernod
9	JACQUES CORNU/Team Parisienne-Elf	Switzerland	249 Yamaha
10	JACQUES BOLLE/Pernod	France	250 Pernod
11	ANGEL NIETO/Garelli	Spain	249 Garelli
12	PATRICK FERNANDEZ	France	249 Yamaha
14	ALAN CARTER/Marlboro Team Roberts	Halifax	249 Yamaha
15	ROLAND FREYMOND/Team Parisienne-Elf	Switzerland	249 Honda RS
16	THIERRY RAPICAULT	France	250 Yamaha
17	JEAN-LOUIS GUIGNABODET	France	247 Honda
18	IVAN PALAZZESE/Venemotos Racing Team	Venezuela	248 Yamaha
20	CARLOS CARDUS/JJ Cobas	Spain	249 Cobas
21	STEPHANE MERTENS/Team Hugin-Total	Belgium	249 Yamaha
22	FAUSTO RICCI	Italy	249 Yamaha
23	RICHARD HUBIN/Team Hugin-Total	Belgium	247 Yamaha
24	HARALD ECKL	Germany	249 ES 250
25	TONY HEAD	Coventry	250 Armstrong
26	BRUNO LUSCHER	Switzerland	249 Hostettler-Yamaha
27	JEAN-MARC TOFFOLO	Luxemburg	249 Yamaha
28	TERUO FUKUDA	Japan	249 Yamaha
29	WAYNE RAINEY/Marlboro Team Roberts	U.S.A.	249 Yamaha
30	ALFONSO PONS/Kobas Motorcycles	Spain	249 Kobas-Rotax
31	KARL-THOMAS GRAESSEL/Romer Racing Team	Germany	249 Romer HF
32	JEAN-MICHEL MATTIOLI/Team Sonauto Gauloises	France	250 Yamaha
33	DONNIE McLEOD/Dalmac Racing	Scotland	248 Yamaha
34	MARIO RADEMEYER	South Africa	250 Yamaha
35	GUY BERTIN	France	247 MBA
36	LORIS REGGIANI	Italy	249 Kawasaki
37	SIEGFRIED MINICH	Austria	249 HH Yamaha
38	AUGUST AUINGER/Monnet Racing	Austria	247 Monnet
39	MANFRED OBINGER/Romer Racing Team	Austria	250 Yamaha
40	MICHEL SIMEON/Belgian Shell	Belgium	249 Honda
41	EILERT LUNDSTEDT	Sweden	249 Yamaha
42	GRAEME MCGREGOR	Australia	250 EMC
43	VINCENZO CASCINO	Chile	250 Yamaha
44	SVEND ANDERSSON	Denmark	250 Armstrong
45	LUIS MIGUEL REYES/Team Honda Control 94	Spain	250 Honda RS
46	STEVE WILLIAMS/DTR Fowler Yamaha	Llantwit Major	250 Fowler-Yamaha
47	GRAHAM YOUNG/Spondon Race Products	Ireland	247 Spondon Rotax
48	MASSIMO MATTEONI/Team For Ever Visma	Italy	249 Yamaha
49	RENE DELABY	Belgium	248 Yamaha
50	HERBERT BESENDORFER/Wernberger Konserven Fabrik Koch KG	Germany	249 Yamaha
51	TONY ROGERS/Randle Armstrong	Doncaster	250 Armstrong
52	DONNY ROBINSON/Togashi Engineering	Ireland	249 Togashi Yamaha
53	ANDY WATTS	Kings Lynn	246 EMC
54	NEIL ROBINSON/Tom Guthrie Racing	Ireland	247 Yamaha
55	MAR SCHOUTEN/Garage Schouten	Holland	249 Yamaha
56	PAUL TINKER/Randle Armstrong	New Waltham	247 Armstrong
57	GARY NOEL	Hanworth	249 Exactweld

<b>Lap Record:</b> Jacques Bolle (Pernod)	1 min. 34.06 secs.	112.03 mph	180.29 kmh
<b>Race Record:</b> Jacques Bolle (Pernod)	38 mins. 22.29 secs.	109.84 mph	176.78 kmh

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

[illegible]

1st 8,000 S.Frs. and a Marlboro Trophy  
2nd 6,400 S.Frs. and a Marlboro Trophy  
3rd 4,800 S.Frs. and a Marlboro Trophy  
4th 3,800 S.Frs. 5th 2,900 S.Frs. 6th 2,500 S.Frs. 7th 2,200 S.Frs. 8th 1,900 S.Frs. 9th 1,600 S.Frs. 10th 1,400 S.Frs. 11th to 15th 1,250 S.Frs. 16th to 20th 1,100 S.Frs. 21st to 25th 800 S.Frs. 26th to 30th 550 S.Frs.  
31st to 36th and above 500 S.Frs.

Start 15.20 hrs (approx)

**Marlboro British Grand Prix**  
WORLD CHAMPIONSHIP 500 cc RACE

131.88 kms

No.	RIDER/ENTRANT	TOWN/COUNTRY	MACHINE
1	FREDDIE SPENCER/Honda Racing Corporation	U.S.A.	499 Honda NSR
3	RANDY MAMOLA/R.M. Promotions Inc.	U.S.A.	500 Honda
4	EDDIE LAWSON/Marlboro Team Agostini	U.S.A.	498 Yamaha
5	TAKAZUMI KATAYAMA/Honda Racing Corporation	Japan	498 Honda NS
7	BARRY SHEENE/Heron Team Suzuki	Charlwood	497 Suzuki
8	MARCO LUCCHINELLI/Cagiva Motor Italia Spa	Italy	500 Cagiva
9	RON HASLAM/Honda Racing Corporation	Langley Mill	498 Honda NS
10	FRANCO UNCINI/H.B. Suzuki G.P. Team	Italy	497 Suzuki
11	RAYMOND ROCHE/Honda Total	France	498 Honda
12	BOET VAN DULMEN/Toshiba	Holland	496 Toshiba Suzuki
15	SERGIO PELLANDINI/H.B. Suzuki G.P. Team	Switzerland	497 Suzuki
16	KEITH HUEWEN/David Attwood	Wollaston	500 Honda
17	DIDIER DE RADIGUES/Team Elf Chevallier Johnson	Belgium	499 Chevallier Honda
18	WAYNE GARDNER/Honda Britain Racing Team	Australia	498 RS Honda
19	ROB McELNEA/Heron Team Suzuki	Brigg	497 Suzuki
21	KLAUS KLEIN/Dieter Braun Team	Germany	496 Suzuki
22	LORENZO GHISELLI	Italy	500 Suzuki
23	HERVE MOINEAU/Cagiva Motor Italia	France	500 Cagiva
24	JOE DUNLOP/Downtown Radio	Ireland	500 Honda RS
25	WOLFGANG VON MURALT/Frankonia-Suzuki	Switzerland	495 Suzuki
26	REINHOLD ROTH/Romer Racing Team	Germany	498 Honda RS
27	CHRIS GUY	Kingsbridge	498 Honda
29	WAYNE RAINEY/Marlboro Team Agostini	U.S.A.	498 Yamaha
30	MASSIMO BROCCOLI	Italy	498 Honda
31	CHRISTIAN LE LIARD/Team Elf Chevallier Johnson	France	499 Chevallier Honda
32	BRETT HUDSON/Yashica/Contax	South Africa	495 Suzuki
33	VIRGINIO FERRARI/Marlboro Team Agostini	Italy	498 Yamaha
34	GUSTAV REINER/Olymp-Hemden Racing	Germany	498 Trinkner-Honda
35	FABIO BILIOTTI	Italy	500 Honda
36	ERIC SAUL/Bastoni Scuderia Corse	France	495 Paton
37	STEVE PARRISH/Mitsui Yamaha	Royston	500 Yamaha
38	LEANDRO BECHERONI	Italy	496 Suzuki
40	EERO HYVARINEN	Finland	500 Suzuki
41	PAUL LEWIS/Quantel Ltd	Australia	500 Suzuki
42	ALAN IRWIN/D. McManus	Ireland	500 McManus Suzuki
43	BENT SLYDAL	Norway	495 Suzuki
44	MARK SALLE/Royal Cars	Barking	500 Suzuki
45	ROB PUNT/Toshiba	Holland	496 Toshiba Suzuki
47	DAVE PETERSEN	South Africa	498 Suzuki
48	WALTER MIGLIORATI	Italy	498 Suzuki
49	GARY LINGHAM/Myers Motors	Eltham	498 Suzuki
50	FRANCK GROSS	France	
51	ROGER MARSHALL/Honda Britain Racing Team	Wragby	498 RS Honda
52	HENK VAN DER MARK/St. Nederlands Racing Team	Holland	500 Honda
53	PAOLO FERRETI	Italy	500 Honda
54	ROGER BURNETT/Men Only Salon/Anglomarine	Wooton	497 Suzuki
55	DAVID GRIFFITH	Lutterworth	498 Suzuki
56	LUC MAISTO	France	496 Honda
57	MICK GRANT/Heron Team Suzuki	Lepton	497 Suzuki
58	STEVE WILLIAMS/DTR Fowler Yamaha	Llantwit Major	500 Yamaha
59	SIMON BUCKMASTER	Bell Bar	498 Suzuki
60	GRAHAM WOOD/DTR Fowler Yamaha	Scunthorpe	500 Yamaha
61	MILE PAJIK/St. Nederlands Racing Team	Holland	500 Honda
62	CHRISTOPH BURKI/Romer Racing Team	Switzerland	500 Suzuki

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

[illegible]

1st 14,000 S.Frs. and a Marlboro Trophy  
2nd 11,000 S.Frs. and a Marlboro Trophy  
3rd 8,100 S.Frs. and a Marlboro Trophy  
4th 6,300 S.Frs. 5th 4,500 S.Frs. 6th 3,600 S.Frs. 7th 3,200 S.Frs. 8th 2,800 S.Frs. 9th 2,500 S.Frs. 10th 2,200 S.Frs. 11th to 15th 1,900 S.Frs. 16th to 20th 1,700 S.Frs. 21st to 25th 1,500 S.Frs. 26th to 30th 600 S.Frs.  
31st to 36th and above 550 S.Frs.

Start 16.30 hrs (approx)

20 laps  
58.54 miles  
94.20 kms

No.	RIDER/PASSENGER/ENTRANT	TOWN/COUNTRY	MACHINE
1	ROLF BILAND/KURT WALTISPERG/Krauser	Switzerland	496 LCR Krauser
2	EGBERT STREUER/BERNARD SCHNIEDERS/Barclay	Holland	500 Yamaha LCR
3	WERNER SCHWARZEL/ANDREAS HUBER/Krauser Racing	Germany	498 LCR Yamaha
4	ALAIN MICHEL/JEAN-MARC FRESC	France	500 LCR Krauser
5	MASATO KUMANO/HELMUT DIEHL	Japan/Germany	500 Yamaha
6	DEREK JONES/BRIAN AYRES	Perivale	500 LCR
7	FRANK WRATHALL/PHIL SPENDLOVE	Preston	500 Seymaz Yamaha
9	THEO VAN KEMPEN/GERAL DE HAAS	Holland	500 LCR Yamaha
10	ALFRED ZURBRUGG/MARTIN ZURBRUGG	Switzerland	500 LCR
12	DEREK BAYLEY/BRYAN NIXON	Folkestone	498 LCR Yamaha
14	MARKUS EGLOFF/URS EGLOFF	Switzerland	498 LCR Yamaha
15	EGON SCHONS/ECKART ROSINGER	Germany	496 Seymaz Yamaha
17	MICK BARTON/SIMON BIRCHALL/Capital Car Van Truck	London	500 Elf Suzuki
18	HEIN VAN DRIE/WILLIAM VAN DIS	Holland	500 LCR Yamaha
19	HANS HUGLI/ANDREAS SCHUTZ	Switzerland	500 LCR
20	GRAHAM GLEESON/KURT ROTHENBUHLER/Bran Bardsley	New Zealand/Switzerland	500 LCR Suzuki
21	WOLFGANG STROPEK/HANS PETER DEMLING	Austria	498 LCR
22	HANS-RUDOLPH CHRISTINAT/MARKUS FARHNI	Switzerland	498 LCR Yamaha
23	STEVE WEBSTER/TONY HEWITT/Padgetts of Batley	York	500 Padgett LCR Seward
24	STEVE ABBOTT/SHAUN SMITH/Team Ham-Yam Racing	Riddings	500 Ham-Yam
25	DENNIS BINGHAM/JULIA BINGHAM/Padgetts of Batley	Tuxford	500 Padgett LCR
26	ROLF STEINHAUSEN/WOLFGANG KALAUCH	Germany	498 Busch
28	MARTIN KOOLJ/RAYMOND VAN DER GROEP/Kova Techniek	Holland	498 Kova-Yamaha
29	JOS MODDER/MARTIN VAN 't' KLOOSTER/J. Spanjaart	Holland	500 LCR Yamaha
30	PETER LUNDBERG/IAIN COLQUHOUN/SAB Automotive AB	Sweden	500 SAB Yamaha
31	AMADEO ZINI/CARLO ZONAGLIA	Italy	500 Yamaha LCR
32	PASCAL FAIVRE/ROGER GLOOR	Switzerland	500 LCR Yamaha
33	BRUCE FORD-DUNN/AL PIRI	Steyning	500 LCR Ricardo
34	RENE PROGIN/YVAN HUNZIKER	Switzerland	496 Seymaz-Yamaha
35	MICK BODDICE/CHAS BIRKS/Bran Bardsley	Kidderminster	500 Ireson Yamaha
36	LUIGI CASAGRANDE/R. NYDEGGER	Switzerland	LCR Yamaha
37	BRUNO HILLER/FRITZ BUCK/Keller Geister Racing Team	Germany	496 ES Yamaha
38	TERRY HASLAM/JOHN GAINEY	Smalley	500 Pharaoh
39	CLIVE STIRRAT/GRAHAME ROSE/RNJ Racing	Worthing	500 Yamaha
40	BARRY BRINDLEY/CHRIS JONES	Bawtry	500 Sabre Yamaha
41	DEREK BLACKBOURN/MARK DAY	Leicester	500 Yamaha
42	JOHN EVANS/GEOFF WILBRAHAM/Team Lockside	Selby	500 Shelbourne Lockyam
43	ANTONIO GOMEZ/JAMES GOSNET	France	500 Yamaha
44	JEAN-LOUIS MILLET/JANIN	France	500 Seymaz
45	CHRIS GRAF/HAENI	Switzerland	500 Busch Yamaha

<b>Lap Record:</b> Egbert Streuer/Bernard Schnieders (Yamaha)	1 min. 32.93 secs.	113.39 mph	182.48 kmh
<b>Race Record:</b> Egbert Streuer/Bernard Schnieders (Yamaha)	31 mins. 42.39 secs.	110.78 mph	178.28 kmh

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

**DAILY EXPRESS****DAILY EXPRESS**[illegible]

1st 10,500 S.Frs. and the Daily Express Trophies.  
2nd 8,000 S.Frs. and the Daily Express Trophies.  
3rd 6,000 S.Frs. and the Daily Express Trophies.  
4th 4,500 S.Frs. 5th 3,200 S.Frs. 6th 2,700 S.Frs. 7th 2,200 S.Frs. 8th 1,900 S.Frs. 9th 1,700 S.Frs. 10th 1,600 S.Frs. 11th to 15th 1,500 S.Frs. 16th to 20th 1,200 S.Frs. 21st to 25th 850 S.Frs. 26th to 30th 750 S.Frs.  
31st to 36th and above 700 S.Frs.

Start 17.30 hrs (approx)

15 laps

70.65 kms

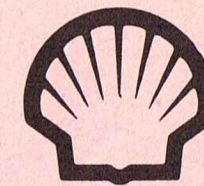
A round of the A.C.U. Shell Oils TT Formula 1 Championship

No.	RIDER/ENTRANT	TOWN/COUNTRY	MACHINE
2	GEOFF JOHNSON/John Gowing	Richmond	747 Harris Suzuki
3	JOE DUNLOP/Downtown Radio	Ireland	748 Honda
5	ASA MOYCE/Harris Performance	Leyton	749 Harris Magnum
6	TREVOR NATION/Sports Motorcycles Racing	Tidworth	748 Cagiva
7	TONY RUTTER/Tony Rutter Racing Ltd	Brierley Hill	748 Ducati
8	WAYNE GARDNER/Honda Britain Racing Team	Wragby	748 Honda
9	ROGER BURNETT/Men Only Salon/Sports Motorcycles	Wootton	747 Ducati
10	MICK GRANT/Heron Team Suzuki	Lepton	747 Yoshimura
11	ROGER MARSHALL/Honda Britain Racing Team	Wragby	748 Honda
12	HOWARD LEES/Bike Magazine	London	748 Team Bike Honda
14	RAY SWANN/Colin Aldridge Racing	Dunstable	747 Kawasaki
15	ALAN CATHCART/Maurice Ogier	London	650 Laverda
16	ANDY McGLADDERY	Darlington	749 Growler
17	FRANK RUTTER	Wirral	750 Honda
18	JOHN BRINDLEY/Maurice Newbold Racing	Bawtry	750 Kawasaki
19	ROB McELNEA/Heron Team Suzuki	Brigg	747 Yoshimura Suzuki
20	ALAN JACKSON/John Carr Motorcycles	Preston	747 Yoshimura Suzuki
21	RON STOREY/Team Coulson Racing	Linford	750 Kawasaki
22	ALAN BATSON/Taurus Engineering	Stone	749 Honda
23	PETER ASHBOLT	Southend	749 Honda
24	ROY JEFFREYS	High Wycombe	738 Kawasaki
25	RON ROEBURY/Bill Smith	Stoulton	748 Honda
26	HARTLEY KERNER	Norbury	757 Honda
27	PAUL BARRETT/MRM Engineering	London	720 Ducati
28	RAY KNIGHT/Team Motorcycle Sport	Lingfield	747 Honda
29	DANNY SHIMMIN	Douglas	750 Suzuki
30	JOHN CAFFREY	Dyfed	749 Pinnacle Ducati
31	NAT WOOD	Witton	747 Suzuki
32	MARTIN HALL/Henderson Kitchens Ltd	Furness Vale	750 Honda
33	DAVE PITHER/B. & C. Saunders	Stretton-On-Fosse	747 P&M Honda
34	JOHN NIGHTINGALE	Coventry	748 Kerby Honda
35	KEN DOBSON/Bill Smith Honda	Hayes	748 Honda
36	STEVEN CHAPPELL	Isleworth	748 P&M Kawasaki
37	MARK BOWEN/Kent Diving & Water Sports	Rochester	738 Kawasaki
38	ANDY BUFTON/Binnion Racing	Worcester	740 Suzuki
39	JIM WELLS/Harris Performance Products	Rainham	750 Harris
40	DAVE KERBY	Coventry	748 Kerby Kawasaki
41	JOHN STEPHENS	Ledbury	650 Honda
42	MALCOLM LUCAS/Imagine Software	Prenton	750 Honda
43	DAVE ARNOLD/RAF Motor Sports Association	Sleaford	635 Rayner Ducati
44	ROBIN SPRING/Peter Darvill Racing	Wendover	736 Honda
46	MICK HUNT/Peter Darvill Racing	Desford	750 Honda
47	GORDON FARMER/Met. Police Motor Club	London	738 Suzuki
48	MICK JEFFREYS	Hayes	738 Kawasaki
49	RICHARD CROSSLEY	Leeds	749 Harris Suzuki
50	BERNIE TOLEMAN	Hardwick	748 Kawasaki
51	CHRISTOPHER PALMER	Oxon	680 Hejira Ducati
52	JOHN RAYBOULD	Brierley Hill	375 Yamaha
53	ROB CLAUDE	Bromsgrove	747 P&M Suzuki
54	BERNIE FROST	Layer-de-la-Haye	748 Kawasaki
55	LES BURGAN/Oxford Fairings	Pailton	750 Honda

**Lap Record:** Roger Marshall (Suzuki)  
**Race Record:** Roger Marshall (Suzuki)

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

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

[illegible]

1st £400 and the Shell Oils Trophy

3rd £250

4th £200. 5th £150. 6th £100. 7th £80. 8th £70. 9th £60. 10th £50.

# CURRENT CHAMPIONSHIP POSITIONS

## WORLD CHAMPIONSHIPS

### 500cc

Eddie Lawson	107	Barry Sheene	28
Freddie Spencer	87	Boet van Dulmen	19
Randy Mamola	81	Didier de Radigues	18
Raymond Roche	75	Wayne Gardner	18
Ron Haslam	57	Sergio Pellandini	16

### 250cc

Christian Sarron	82	Jacques Cornu	38
Manfred Herweh	70	Martin Wimmer	33
Anton Mang	58	Wayne Rainey	29
Alfonso Pons	53	Guy Bertin	20
Carlos Lavado	51	Alan Carter	17

### 125cc

Angel Nieto	75	August Auinger	21
Eugenio Lazzarini	56	Bruno Kneubuhler	19
Hans Muller	27	Luca Cadalora	18
Stefano Caracchi	22	Maurizio Vitali	16
Jean-Claude Selini	21	Fausto Gresini	16

### Sidecars

Egbert Streuer/Bernard Schnieders	52	Steve Abbott/Shawn Smith	25
Werner Schwarzel/Andreas Huber	50	Derek Jones/Brian Ayres	20
Alain Michel/Jean-Marc Fresc	47	Markus Egloff/Urs Egloff	12
Rolf Biland/Kurt Waltisperg	30	Steve Webster/Tony Hewitt	11
Masato Kumano/Helmut Diehl	25	Theo Van Kempen/Geral de Haas	10

### TT Formula 1

Wayne Gardner	75	Jim Wells	22
Roger Marshall	48	Ray Swann	20
Rob McElnea	42	Asa Moyce	17
Mick Grant	34	Trevor Nation	13
Joey Dunlop	30	Tony Rutter	12

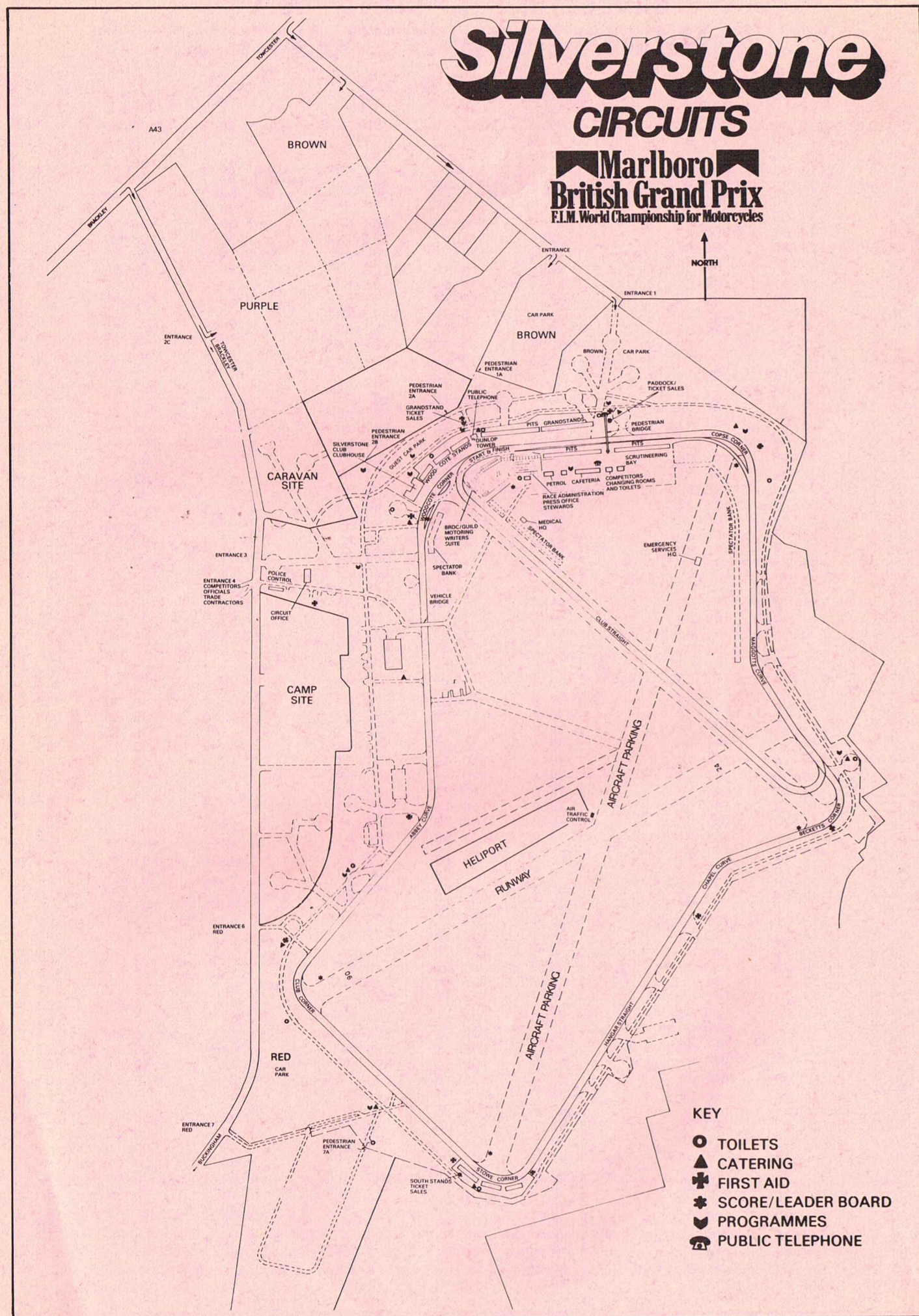
### INTERNATIONAL FLAG SIGNALS

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

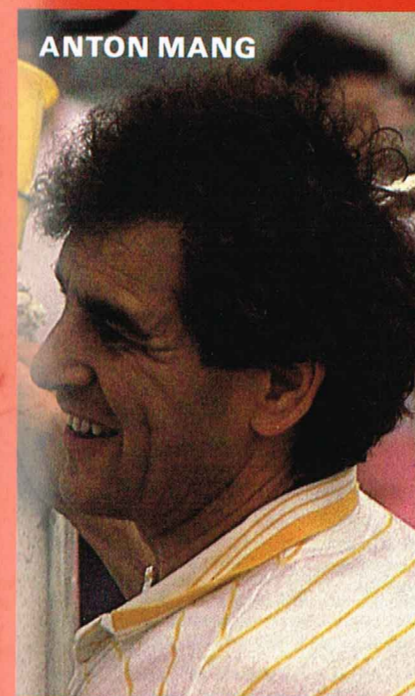
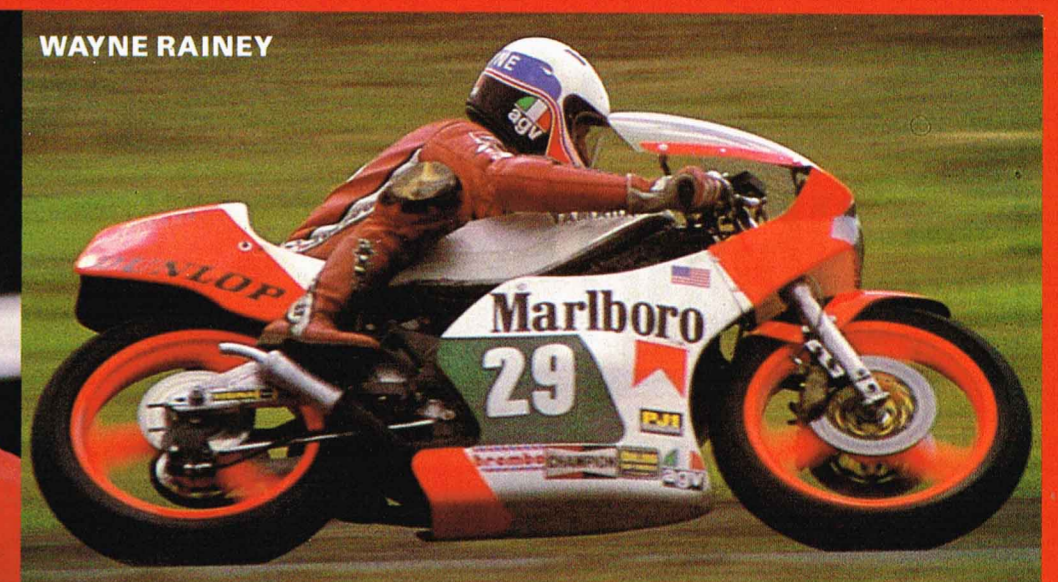
## SILVERSTONE LAP SPEED TABLE

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

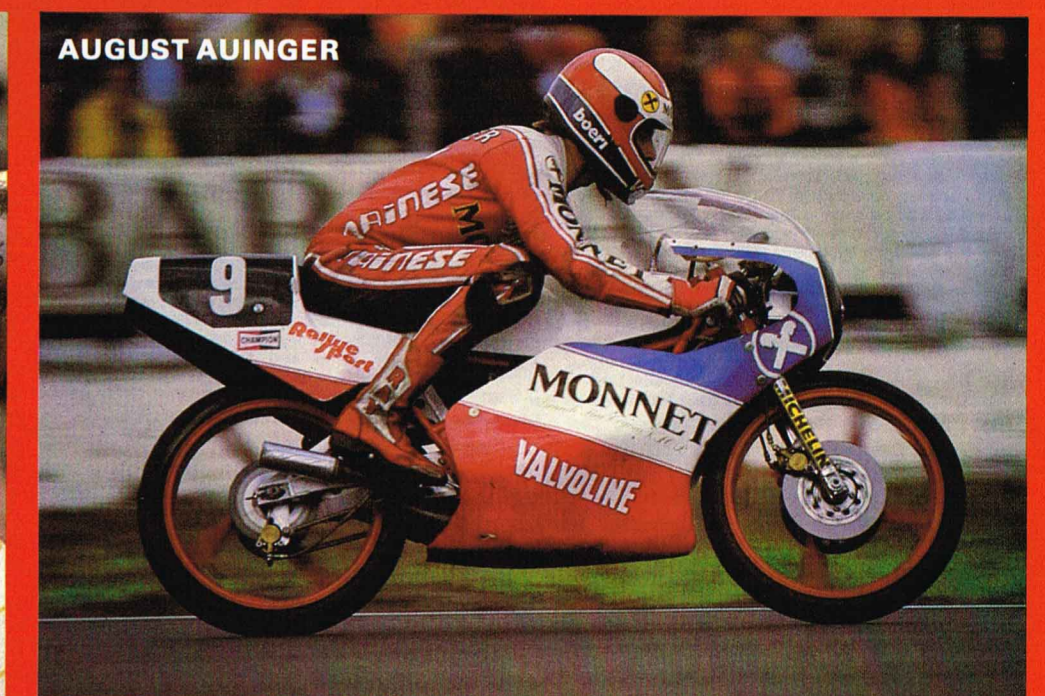
TIME m.s.	SPEED m.p.h.	k.m.h.	TIME m.s.	SPEED m.p.h.	k.m.h.	TIME m.s.	SPEED m.p.h.	k.m.h.
1-24-0	125-44	201-88	1-31-4	115-29	185-54	1-38-8	106-65	171-64
1-24-1	125-29	201-64	1-31-5	115-16	185-34	1-38-9	106-54	171-47
1-24-2	125-14	201-40	1-31-6	115-03	185-14	1-39-0	106-44	171-29
1-24-3	125-00	201-16	1-31-7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



WAYNE RAINEY



ANTON MANG



AUGUST AUINGER



ANGEL NIETO



## MARLBORO'S FLYING ACES

At the height of another busy season of displays, the Marlboro Aerobatic Team make a welcome return to the Silverstone Circuit with their skilful display of formation flying and synchronised aerobatics.

Marlboro's three-man Team has established an international reputation for excellence in demonstrating piston-engine aerobatics in their rugged Marlboro Pitts Specials.

Leading the formation is four-times British Aerobatic Champion Philip Meeson, who has competed in his single-seater Pitts SIS in British, European and World Championships. His team-mates, each flying a two-seater Pitts S2A, are ex-Rhodesian Air Force pilot Nigel Lamb, and Ian Peacocke who joined the Team at the beginning of this year.

Their 15-minute "all action" display demonstrates the versatility of these remarkable aircraft, which can flick twice about their own flight path in the wink of an eye. They are constructed to fly equally well upside down, as can be seen in their Mirror Formation Pass where the upper aircraft flies inverted, and it is clear why the 'Marlboro' motif is painted upside down on one side.

Midway through the display the two formation aircraft separate, leaving the sky to Philip Meeson, who gives a demonstration of the kind of flying which made him British Aerobatic Champion for four years.

Most of the manoeuvres are entered at about 180 mph, and in their opposition manoeuvres the aircraft will be closing to pass within a few feet at a speed of over 360 mph.

Watch out for the Team's exciting finale — the 'MARLBORO BREAK'.

### THE AIRCRAFT

The two-seater Pitts S2A flown by the Team is about half the weight of an average family car and specially built to withstand the high stresses experienced during aerobatics. It is powered by a 200hp Lycoming engine, with a maximum diving speed of 205mph, and a cruise speed of 145mph. It can climb at a rate of 3000ft per minute, and has a range of 250 miles.

Philip Meeson's championship Pitts SIS is powered by a 230hp Lycoming engine. It has a maximum speed of 205mph, a cruise speed of 145mph, a rate of climb of 3000ft per minute, and a range of 200 miles. The wingspan is 18ft, and the length 16ft.

Mirror Formation



A bird's eye view

### COMPETITION

There will be many opportunities during the display for amateur photographers in the crowd to practise their skills — why not have a go at the photographic competition the Marlboro Aerobatic Team are running this summer? Your chance to win a day flying with the Team and try some aerial photography. Details are available at the Marlboro Stand at the Grand Prix.

### THE PILOTS

#### Leader 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 under the Marlborough banner in 1978, since when the Marlboro Aerobatic Team has grown, and Philip is now accompanied by two other pilots in

Philip Meeson's Pitts SIS during a slow roll



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

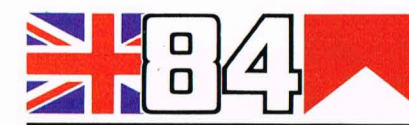
#### Nigel Lamb

The Team's formation duo is led by 27-year-old ex-Rhodesian Air Force pilot Nigel Lamb. Nigel joined the Team early in '81 straight from a career which 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 and the U.K.

#### Ian Peacocke

Newest member of the Team is 29-year old Ian Peacocke, who 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. Ian joins the Team after three years flying in the Middle East for the Sultan of Oman.

# Chart Toppers



## The Top Five Championship Contenders in each of today's Grand Prix Categories

### 500cc

#### 1: EDDIE LAWSON (YAMAHA) 107 pts.

26 years old, from Upland, California. Eddie started riding bikes when he was only eight, accompanying his father and grandfather on their trail-riding expeditions round his California home. By the time he was a teenager he was already a regular competitor in races and he turned pro when he was just 19. His first speciality was dirt track racing, but he showed such natural ability on road circuits — including a win in the 1980 Daytona 250 race where he beat world champion Anton Mang — that he was given machines by the US Kawasaki importers with which to compete in the 250 and Superbike classes.

We won the Superbike category in 1981 and 1982, and made such a name for himself that he was invited to join the Yamaha Marlboro Grand Prix team with Kenny Roberts for the 1983 season. He finished the year with one second place and three thirds to his credit, which gave him fourth place in the championship in his first year of Grand Prix racing. When Kenny retired at the end of last year he was the natural choice to head up Marlboro Team Agostini with the factory Yamaha, and he won his first Grand Prix for the team in South Africa. Since then he has won two more, in Spain and Austria.

#### 2: FREDDIE SPENCER (HONDA) 87 pts.

22 years old, from Shreveport, Louisiana. Freddie Spencer won his first race on a dirt track at the Louisiana State Fairgrounds when he was just eight years old, and he has been winning ever since. Bred, like all the other young American riders who have come to race Grands Prix, on dirt track racing, he always nursed a desire to take the AMA National Championship and the Number 1 plate which goes with it, but his talents as a road racer led Honda to bring him to Europe before he had a chance to achieve his aim.

He had raced in a couple of grands prix in 1980 and 1981, but his first full season of world championship racing was in 1982, when he joined Marco Lucchinelli and Takazumi Katayama in the Honda factory team of three-cylinder NS500 machines. He finished third in the world championship, with wins in Belgium and San Marino, and in 1983 he was the undisputed Honda No. 1. The end of the year saw him become the youngest-ever 500cc world champion, beating Kenny Roberts in one of the most exciting seasons ever. This year luck has not been on his side, and he has missed two races (South Africa and Spain) because of injury. Nevertheless, he has won five grands prix, in Italy, Germany, France, Yugoslavia, and Belgium.

#### 3: RANDY MAMOLA (HONDA) 81 pts.

24 years old, from Santa Clara, California. Although he is only 24, Randy is a comparative veteran, for he has been racing in Grands Prix since 1979, when he competed in the 250 and 500 classes and finished fourth and eighth respectively. Like Eddie Lawson and Freddie Spencer, Randy is a product of the strong network of junior competition which exists in the USA. By the time he was 18 he was already specialising in road racing, and he had a contract with Yamaha's US importers. But he wanted to go Grand Prix racing, so his first year in Europe was a private venture, with no factory backing at all.

He was so impressive that in 1980, although he was only 20, he was given a place in the Heron Suzuki factory 500cc team and won his first grand prix for them in Belgium that same year. Since then he has been a regular in the 500cc class, firstly with Suzuki and this year with a private Honda which enjoys strong factory support. He missed the first two races of the GP season while he was getting together sponsorship for his team, but he has made rapid progress since then, including an exciting victory in the Dutch Grand Prix after a neck and neck battle with Raymond Roche which had TV viewers on the edge of their seats.

#### 4: RAYMOND ROCHE (HONDA) 75 pts.

27 years old, from Toulon, France. Raymond Roche comes from close to the Paul Ricard circuit in Southern France, so it was natural that he should be fascinated by racing. He started when he was 18, and first competed in a Grand Prix when he was only 19. A season in the 250 and 350 classes in 1978, when he was 21, brought him 11th and 22nd places in the respective championships, and in 1979 he came 8th in the Formula 750 Championship. He was also racing endurance machines, and they kept him from regular Grand Prix competition as his skills earned him top class rides in the World Endurance Championship. The climax to his long distance racing career came in 1981, when he won the world championship with a Kawasaki.

His main target had always been the 500cc championship however, and this ambition brought him back to the GP scene, where he was one of the first riders to receive a three-cylinder Honda 500 when they became available at the beginning of 1983. It took him to a tenth place in the championship, and the experience which he gained stood him in good stead when the 1984 season started. He took second place in the first race of the year, in South Africa, which helped him gain factory support. Since then he has had another second, in Holland, and three third places.

#### 5: RON HASLAM (HONDA) 57 pts.

28 years old, from Langley Mill, Nottinghamshire. For long Britain's other favourite bike racer alongside Barry Sheene, Ron Haslam is a relative newcomer to Grand Prix racing. Although he first raced when he was 15, 1983 is only his second year of full-time world championship competition. Ron's popularity in Britain stems from a long connection with the Honda Great Britain team, which made him one of the world's top four-stroke specialists and brought him the TT Formula 1 world title in 1979 as well as British TT F1 titles in 1979, 1981, and 1982.

His skill on production-based machines made Ron too valuable to the Honda factory to be allowed to go Grand Prix racing, and it was not until a successor was found, in the shape of Joey Dunlop, that he finally got the chance to race in a world championship. In 1983 he joined the Honda factory team and rode an NS500 alongside Freddie Spencer and Takazumi Katayama. A couple of third places in South Africa and France were a good start to the season but later an arm injury affected his performance. Nevertheless, he finished the year with a respectable eighth place in the championship and is again a member of the team for 1984. Consistency has been his trademark this year, with no less than five fourth place finishes (in Spain, Austria, Germany, France, and Holland), and he has only failed to score points in one race, in South Africa, where his engine seized and he fell.

### 250cc

#### 1: CHRISTIAN SARRON (SONAUTO YAMAHA) 107 pts.

29 years old, from Riom, France. Although he has been racing since he was 20, riding in the 250, 350, and 500cc categories, this year is Christian Sarron's best ever, and finds him firmly established in the lead of the 250cc championship. He has always been faithful to the French Yamaha importers Sonauto, and has ridden under the Sonauto Gauloises banner for some years now. Although he rode a 500 Yamaha for them in 1979 and 1981, he was not really happy with the big bike, and in 1982 he went back to the 250 and 350 classes where he was more at home. The end of the 350 category in 1982 left him with just the one bike to ride in 1983 and he began to achieve his best results ever. Consistent high placings, including a win in Sweden and three second places, gave him second place in the championship behind Carlos Lavado.

This year has also been marked by consistently good results, with two wins — in Austria and Germany — and second places in South Africa, Spain, and Yugoslavia. Top endurance racing manager and engineer Serge Rosset's presence with the Sonauto Gauloises team this year has undoubtedly helped with the preparation of the machines, but Sarron's skill coupled with increasing maturity is an important factor in the team's success.

**2: MANFRED HERWEH (REAL) 70 pts.**

30 years old, from Lapertheim, Germany. This time two years ago, Manfred Herweh was unknown outside his native Germany. But the last race of the 1982 season was the German Grand Prix at Hockenheim, and Herweh, who had won the German National 250 and 350 championships that year, entered the 250 and 350 classes. Under pouring rain he produced one of the upsets of all time, beating world champion Toni Mang on his home ground to win the last ever world championship 350 race. Not content with that, he also managed to score points in the 250 race with a seventh place. Although he had run in only one event, he finished 13th in the year's 350 world championship listings and 26th in the 250 class.

A performance like that ensured that he got good sponsorship for the 1983 season, and he finished the year 7th in the world rankings with results which included a win in Austria and two third places. Competitive and self-assured, he rides a Rotax-engined Real named for his sponsors, a German supermarket chain. His best results so far this year have been wins in Yugoslavia, after a race long battle with Toni Mang which ended in engine failure for Mang only one and a half laps from home, and Belgium, in which he beat Pons and Sarron to the line after another start-to-finish scrap.

**3: ANTON (TONI) MANG (HB-YAMAHA) 58 pts.**

34 years old, from Inning, Germany. This season Toni Mang is doing one of the most difficult things in motorcycle racing — making a comeback after a year which was almost completely lost through injury. In 1983, Toni was set to break into the 500cc class with top class sponsorship and a competitive Suzuki, but all his plans fell apart when he damaged a leg in a skiing accident before the season had even begun. It was an awkward injury, which only time could really heal, and he effectively lost a full year's racing. This year he has come back in the 250 category which he used to dominate and after a slowish start has moved to third place in the championship through the consistency of his results.

He holds four world champion's titles, 2 for 250cc and 2 for 350, which he won as a works rider for Kawasaki between 1980 and 1982. Kawasaki have since retired from racing, so Toni's machine this year is a Yamaha. It is extensively modified however, and features a number of components which are based on successful experience in the Kawasaki days.

Mang's best results so far this year have been a win in the French Grand Prix at the Paul Ricard circuit and a second place behind Sarron in Austria.

**4: ALFONSO (SITO) PONS (KOBAS) 53 pts.**

23 years old, from Barcelona, Spain. This young Spanish rider first raced in 1979, and his first Grand Prix appearance was in the French event at the Paul Ricard Circuit in 1981. Although he retired in that race, he was seventh in the Belgian GP later in the year and finished the season 28th in the world championship. In 1982 he scored a third place in Finland and a fourth in Czechoslovakia and this was good enough for 15th in the 250 championship listings.

His 1981 season had been with a Spanish-built Siroko with a Rotax engine, but in 1982 he switched to a Kobas, also built in Spain and with a Rotax power unit, and he has ridden Kobas machinery ever since. After an undistinguished season in 1983, with a fourth place in Spain as his best result, Sito Pons has benefitted from the increased power output of the latest Rotax engine, which makes it more than competitive with the Yamahas on many circuits. His riding skills, coupled with the new-found efficiency of the engine, have made this his best season ever. He took second place in Belgium after an impressive climb through the field, and was third in South Africa and Austria. His best race was in Spain however, where he scored his first grand prix win — on a Spanish machine in front of his home crowd — and received the trophy from King Juan-Carlos.

**5: CARLOS LAVADO (YAMAHA) 51 pts.**

28 years old, from Caracas, Venezuela. The reigning world 250 champion and one of the best-respected men in the paddock — that's Carlos Lavados. He finished second in his first ever Grand Prix, in his native Venezuela in 1978, and he has been one of the leading 250cc contenders ever since. His early years on the GP scene were marked by an excess of latin temperament, and he was likely to either finish well or fall off. In 1983, however, he found a new maturity and learned how to ride to finish, failing to score points in only one of the year's races. He was still a winner as well, and his 1983 score included four wins, in Italy, Germany, Yugoslavia, and Holland.

This year has not been as successful, with just one win so far — in Holland — but consistency has moved him up into his present championship position, and everyone in racing agrees that even in the current competitive state of the 250 class, Carlos is a potential winner wherever he races. His position as champion and his friendly personality have made him immensely popular not only among the fans, but also among his fellow riders, with the younger 250 riders looking on him as an experienced counsellor and friend.

## 125cc

**1: ANGEL NIETO (GARELLI) 75pts.**

37 years old, from Zamora, Spain. There have been five 125cc Grands Prix this year and Angel Nieto has won them all — not because he has a machine which is far superior to the rest, but after close and exciting battles in which he has beaten off a number of opponents. With twelve world championships to his credit, Angel is well on his way to a lucky thirteenth, approaching the world record total of championships, Giacomo Agostini's 15.

This is Nieto's twentieth year of world championship competition, and in that period he has won a total of 88 Grands Prix, making him the second highest scorer of all time, again behind Agostini. Always a specialist in the smaller categories, he has won 27 grands prix and 6 world titles in the 50cc class and 61 races and 6 titles in the 125 category. A national hero in Spain, he also regularly competes in that country's national championships — he won one or more of the Spanish Senior championships every year from 1967 to 1981, taking titles in the 50, 125, and 250 categories.

**2: EUGENIO LAZZARINI (GARELLI) 56 pts.**

39 years old, from Urbino, Italy. With three second places and two thirds in the five races run so far in the 125cc championship, Eugenio Lazzarini is exactly living up to his position as number two in the factory Garelli team and backing up team leader Angel Nieto. In terms of age, he is a veteran grand prix competitor, but in terms of competition experience he has not had such a long run as Nieto. Lazzarini's first grand prix was in 1969, the year that Nieto scored his first world championship. In his first year, Eugenio raced in the 250 and 50cc classes, but he dropped the 250 to concentrate on the smaller machines, and since then he has scored three world championships (2 50cc and 1 125cc) and won 27 grands prix, 18 of them in the smaller class.

Diminutive and quiet, his appearance off the track belies his on-track performance where he is a strong competitor, capable of mixing it with the best of them.

**3: HANS MULLER (MBA) 27 pts.**

34 years old, from Winterthur, Switzerland. Muller first raced in 1969, and his first grand prix appearance was in 1972, when he rode in the 125 and 250 classes with Yamaha machines. His first full year of world championship competition was 1975, by which time he had become a specialist in the 125 class, having won the Swiss National championship for that category in 1971 and 1972. He has raced a 250 since then, his best performance being a twelfth place in the 1980 world championship listings, but his best performances have come in the 125 class, where he has ridden Italian MBA machines since 1979, when he was third in the championship.

He is still looking for his first grand prix win, and his best results so far this year have been two third places in 125 races in Spain and Holland. He also races a Sachs-engined machine in the new 80cc class and took third in the Spanish round of the 80cc championship.

**4: STEFANO CARACCHI (MBA) 22 pts.**

24 years old, from Bologna, Italy. The youngest rider to find success in the 125cc championship, Stefano Caracchi started racing in 1979 and won an Italian Junior championship the following year. In 1981 he competed in the 125cc class of the European Championship, finishing 6th, and again topped his class in the Italian Junior championship. His first Grand Prix outing was the Italian round at Misano in 1982, the year he won the Italian 125 Senior championship, and 1983 saw him undertaking a full season of 125cc grands prix with an MBA. He finished 14th in the world listings and still found time to take second place in the Italian 125 championship.

He started this season well, with fourth places in Italy and Spain, and he was fifth in the last 125 grand prix before Silverstone, in Holland.

**5=: AUGUST AUINGER (MONNET) 21 pts.**

29 years old, from Lambach, Austria. August — known in his native Austria as 'Gusti' — Auinger is the only Austrian rider currently riding regularly in Grands Prix, following in the footsteps of Harald Bartol, a former 250 rider who is now a top-line engine tuner. Gusti first raced in 1974, and his first GP appearance was in his own country's Grand Prix in 1979. He finished that season with 12th place in the 125cc championship on a Morbidelli. It was a good result for a new boy, and he continued with a Morbidelli in 1980, finishing 15th in the title lists at the end of the season. In 1980 he changed to MBA machines, still concentrating on the 125 class, and it was on an MBA that he achieved his best place yet, 6th in the 1982 championship.

This year he is backed by Monnet, an Austrian brandy firm, and his machines are entered under their name. There is no evidence however, that either the machine or the rider lubricated with the sponsor's product!

**5=: JEAN-CLAUDE SELINI (MBA-ABF) 21 pts.**

30 years old, from Setis, Algeria. Born, like many French citizens, in Algeria, Jean-Claude Selini started racing in 1976, when he was 22. His first grand prix appearance was at the Belgian in 1978, when he rode a Morbidelli into 12th place in the 125cc race. He scored his first world championship points in 1980, finishing the year in 28th position riding an MBA, the most popular machine in the 125cc class. He improved his position in the world listings in 1981, when he was 12th at the end of the year, and in 1982 he achieved his highest ranking so far, ninth. He finished third in the 125cc European Championship in 1981 and last year he was the winner of the French Senior Championship in the same class.

## Sidecars

**1: EGBERT STREUER/BERNARD SCHNIEDERS (LCR-YAMAHA) 52 pts.**

Winners at Silverstone for the past two years, Egbert Streuer and Bernard Schnieders are having their best season ever. So far this year they have scored a couple of wins, in Austria and Germany, a second place in Holland, and a third in France. Only in Belgium have they failed to score, and they must be looking forward to this race on a circuit which saw them score their first-ever grand prix victory.

30 year-old Streuer started his grand prix career with the backing of a local cafe in Assen, his home town, but today the pair enjoy the support of a major sponsor which helped them to achieve second place in the 1983 world championship behind Rolf Biland. They still enjoy close links with Assen, their hometown and the cradle of Dutch motorcycle racing, and when they led world champions Biland and Waltisperger for a few laps during the Dutch round this year the crowd went wild.

**2: WERNER SCHWARZEL/ANDREAS HUBER (LCR-YAMAHA) 50 pts.**

World champions in 1982, this pair are following the same pattern as they did in that season, when they took the title as a result of their consistently high placings rather than wins. This year they have not finished any grand prix lower than fourth, and were second in Austria and Belgium. If they can avoid mechanical trouble, which has hit all of their main opponents at some time during the year, they could be in a very strong position when the end of the season comes in Sweden next week.

35 year-old Schwarzel, who comes from Freiburg in Germany, and his 33 year-old passenger were among the last sidecar racers to change to the 'car-style' LCR outfits, and his views on the sense of designing sidecars along racing car lines caused friction between Schwarzel and Rolf Biland, the man who led the LCR revolution.

**3: ALAIN MICHEL/JEAN-MARC FRESC (LCR-YAMAHA) 47 pts.**

Alain Michel and his new passenger Jean-Marc Fresc were ready to say goodbye to their chances in the world championship when a first lap collision put them out of the Dutch Grand Prix at Assen, but only a week later they were back in the running when they won the race in Belgium and their two strongest rivals, Egbert Streuer and Rolf Biland, failed to finish. The stocky little 31 year-old from Montelimar in France started racing in 1975, and finished second in the first grand prix he contested, the French in 1976. Since then he has finished second in the world championship twice, in 1978 and 1981, and is one of the few riders from outside the traditional homes of sidecar racing, Switzerland, Germany, and Britain, to challenge on the top level of sport. Along with Egbert Streuer, who has done the same thing in Holland, he has made many more of his fellow-countrymen aware of the three-wheeler class by his race victories (his grand prix scorecard includes ten wins) and his international success.

**4: ROLF BILAND/KURT WALTISPERG (LCR-YAMAHA) 30 pts.**

The reigning world champions' score for the 1984 season stands at 30 points as they approach the Marlboro British Grand Prix, and it is typical that they come from victories in the two races which they have finished, in France and Holland. With Biland and Waltisperg being knocked out of three of the five grands prix run so far by mechanical problems, the story in the Sidecar class is similar to that in the 500cc category, with the 1983 champion failing to come up with the domination of the 1984 championship which was expected of them.

33 year-old Biland, from Aargau in Switzerland, and his 31 year-old partner have been together since 1979, and three of Biland's four world titles have been with Waltisperg in the chair (Briton Kenny Williams was with him when he won the title in 1978.) Biland's personal score of grand prix victories is now 39, and he will surely be looking for his fortieth here at Silverstone.

**5=: MASATO KUMANO/HELMUT DIEHL (YAMAHA) 25 pts.**

Like Takazumi Katayama, Masato Kumano is a Japanese who has left his native land to compete in grands prix. Now based in Germany, Kumano first appeared in the world championship lists in 1979, when he finished third in the short-lived B2B sidecar class. A regular in the results, he has yet to gain a grand prix victory, and third is his highest finishing position in a world championship round. But his consistency has always paid off, and he took fifth place in the 1983 world championship. This year he has a new passenger, Helmut Diehl from Hohenrain in Germany, who takes the place of Kumano's long-time partner Kunio Takashima. The pairing's best result so far this year has been a third place in Austria.

**5=: STEVE ABBOTT/SHAUN SMITH (HAM-YAM) 25 pts.**

This pair from the north-east decided to take the grand prix trail after a fine showing in the 1982 European Championship which included wins in three of the four race series. Their first season was not so encouraging, with only a single point to show from eight races, but they were not discouraged, and this year they have scored in every race but one, with a third place in Belgium as their best placing. As Britain's best-placed representatives in the championship, they and their Ham-Yam — christened 'The Flying Pig', a name which is echoed by the design on the back of their leathers — will be out to do well on their home pitch.

# Marlboro

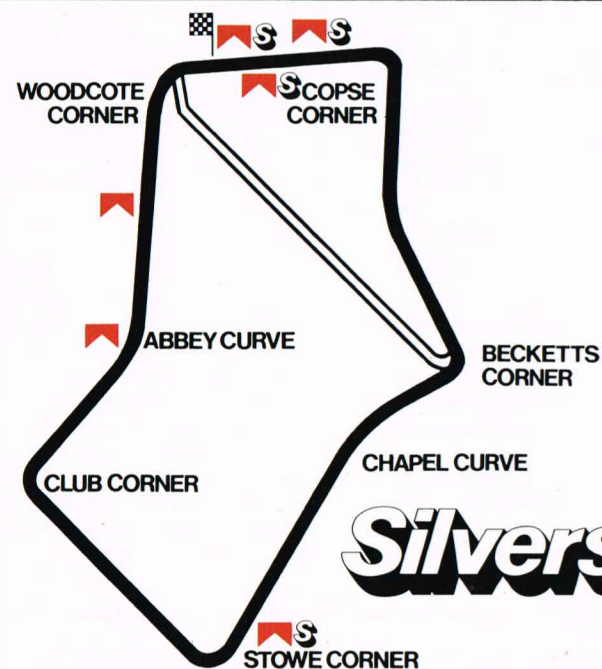
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Werner Schwarzel and Andreas Huber.

out for the British grand prix.

"He is so experienced he was able to teach me so much about the circuit," said Streuer. "Until that year I had been slow but from then on it was a different story even before I got the better engines."

That year it was a fifth place at Silverstone but the year ended with them in a disappointing eighth place in the championship.

But since then it has been an upward path for Streuer and Schneiders and one which the boss of the rival Krauser camp, Mike Krauser, feels has been good for the sport.

"Those Dutch lads have certainly kept my drivers on their toes and in fact they have ability to beat them as they have proved on more than one occasion," said Krauser.

Ironically the man most likely to keep the championship trophy in the Krauser team is West German Werner Schwarzel with his passenger Andreas Huber. Only two points adrift they could do what they did in 1982 — pip Streuer and Schneiders to the post for the championships without winning a single round.

So far this year Schwarzel has taken

second places in Austria and Belgium, third in Holland and fourth places in West Germany and France.

"Perhaps I am getting a little too old to get the victory but the consistency of our machine seems to be paying off," said the former world champion who was third in the championship last year, but only in sixth place at Silverstone.

"We plan to keep going, not push our luck too far and see if we can get the title again that way," he said.

Victory in the Belgium grand prix for Alain Michel has brought the Frenchman right in to the running for a first world title.

Certainly not noted for getting large slices of good luck, Michel with new passenger Jean Marc Fresc scored his first championship round victory at Francorchamps last month since he was winner of the Czech GP in 1982.

"I think it was about time I won again," said Michel who this year was second in the West German and French GPs, fourth in the Austrian but failed to score because of machine trouble in Holland.

Biland, who has changed his mind again and will not quit sidecar racing at the end of this year realises he has a

near impossible task to retain his title.

"It is all part of racing to have engine and machine troubles, the great thing for me is that I still feel competitive as a driver," said Biland whose car race activities next year will switch from Formula 2 to saloon car racing with a Mercedes.

But although it is Holland, Germany, France and Switzerland at the top of the current sidecar championship ratings there is plenty for the British home fans to be pleased about.

Steve Abbott and Shaun Smith from Riddings, Derbys, are in joint fifth place with Japanese drivers and they reckon they haven't started taking the world championship seriously yet.

"It has all been a chance year for us," said Steve. "Although we have done all the grands prix the only firm entry we had was for the Dutch TT at Assen. We only turned up on spec at the others. We were not on the grading list for this year but now we have got some points we are on our way for 1985.

To be honest we are treating this year as one of sorting things out — next year we will do the job properly."

This year has not been too bad for Abbott and Smith with third place in

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● SUNDAY SEPTEMBER 9

● Saturday September 22

● Sunday September 23

● SATURDAY OCTOBER 6

● SUNDAY OCTOBER 7

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MARLBORO CHAMPIONSHIP FINALS MEETING

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up to the last of 17 gruelling laps when the engine broke a crank.

So for all their superb efforts on the track Derek and Brian arrive at Silverstone with only five points for sixth place in the French GP at Paul Ricard.

"Never mind we'll keep at it lady luck must smile at us one day," said Derek who was second in last year's European championship and fourth in the same series the year before.

Other British crews in the points this year are Dennis and Julia Bingham whose best placing was sixth in Holland and Frank Wrathall with Phil Spendlove who gained two points for ninth place in Belgium despite riding in pain from a shoulder injury collected a week before in a Dutch TT prang.

And also on the line will be Mick Barton, the London dustman who won last year's European championship and his passenger Simon Birchall who add a touch of variety with Suzuki power for their outfit. And of course there is Mick Boddice and passenger Charlie Birks who campaign one of the few conventional outfits left in the grands prix. "Actually we call it a Seymaz," grinned Mick. "Because it is the same as last year, and the year before that."

the facilities required," said Steve.

At Silverstone Steve sees his biggest English rider challenge coming from Derek Jones and his passenger Brian Ayres who are currently five points behind them in seventh place.

"Last year Derek was third and he always goes well at Silverstone," said Steve. "Then of course we can't rule out Steve Webster or Derek Bayley who must be threats if their machines keep running."

Webster and passenger Tony Hewitt started this year well with third place in the second round West German GP in their first year of grand prix racing and they looked set for another high points score in Belgium until the rear wheel of their Padgett entered machine came loose and they dropped to tenth place after a pit stop.

A string of machine problems have ruined the chances too for Kent driver Derek Bayley and his passenger Brian Nixon.

Troubles struck in Austria and West Germany while they were well placed and certainly in the points. Then again they were in for a top sixth place in Holland until the rear wheel bearing broke and they spun off the track. In Belgium they were running fourth right

Belgium and fourth in Holland and of course victory in the Isle of Man TT.

"I think that this year we are the most competitive we have ever been as far as the outfit is concerned," said Steve. "We have got Bill Ryde back with us as a mechanic and he is a good one. That was proved when he helped us out in 1982 and we were second in the European championship."

Of course Abbott and Smith like all the British crews would like a good result at their homeland Marlboro grand prix.

"We got third place in 1982 and I would certainly like to be on the winner's rostrum again this year," said Steve.

Last year their chances took a heavy knock because of an early season crash that kept Shaun out of action for a considerable time.

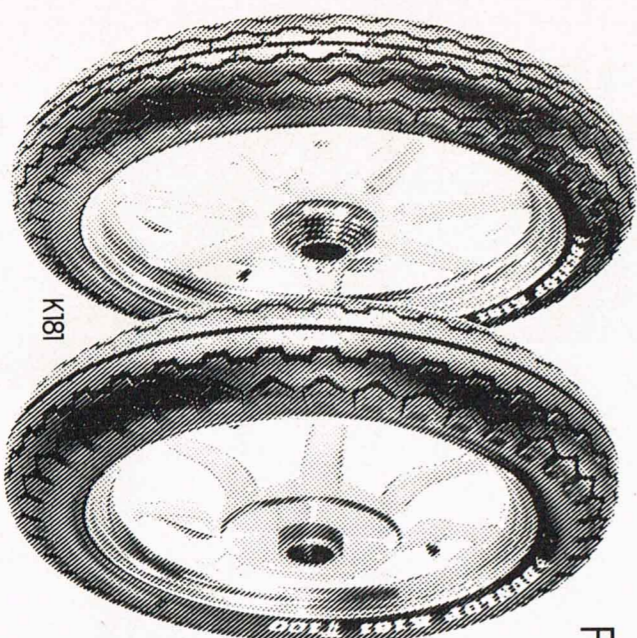
"We were doing a lot of sorting out to the machine last year and in fact Silverstone was Shaun's come back ride after the crash," recalled Steve.

Like the bulk of sidecar competitors Abbott and Smith use Yamaha engines and these are slotted into a modified Seymaz chassis.

"We came up with the ideas and Terry Windle carried them out for us because he has more equipment and

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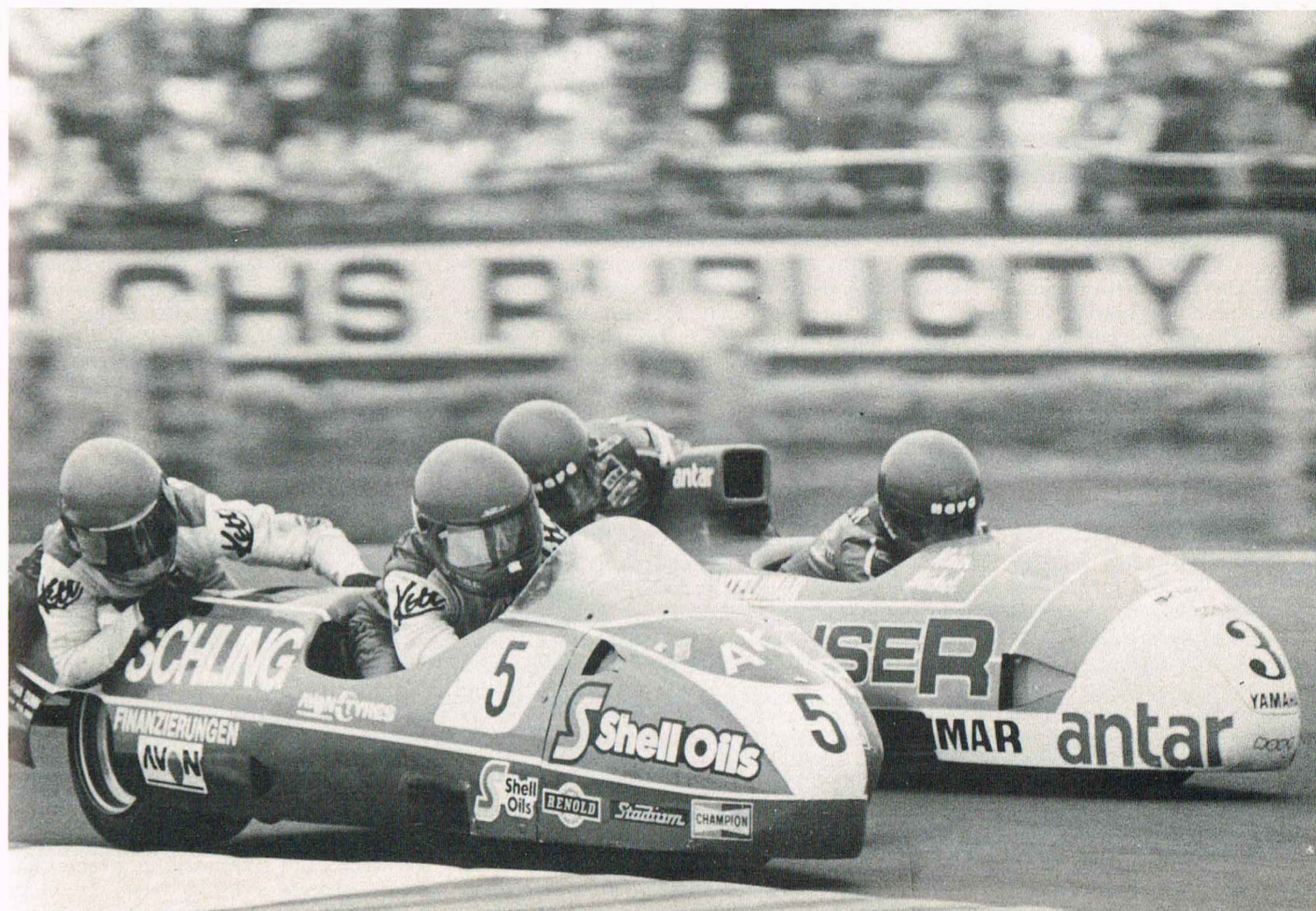
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Derek Jones and Bryan Ayres have their big moment at Silverstone in 1983 surging past Alain Michel on the inside of Copse Corner.

# The Shell Oils TT Formula One Race

by Nick Harris, Sports Editor of Motor Cycling Weekly



Twenty-four year old Australian Wayne Gardner is quite simply unbeatable in Formula One racing in Britain this season. Riding the works V-four RS750 R Honda he arrives at Silverstone this afternoon with a full house of victories in the previous five rounds of the Shell Oils Formula One British Championship.

He's the current Formula One champion and makes no secret of the fact that his main aim is to go grand prix racing and realises his absolute domination of the Formula One class in the Honda UK team is a further step to achieving that goal.

He only has to look back at the grand prix success of Ron Haslam and New Zealander Graeme Crosby, both previous winners of the British Formula One crown and the Silverstone race, to realise what a championship victory and a race win this afternoon can lead to.

Crosby went on to a runner-up spot in the 1982 World 500cc Championship riding for the Giacomo Agostini Marlboro Yamaha team while 'Rocket Ron' is a fully fledged member of the Honda grand prix team and currently holds onto fifth place in the world 500cc championship.

In between dominating British racing this season Gardner has made some very successful excursions into grand prix racing and must be on the verge of a full grand prix contract after finishing fourth in Italy and fifth in Holland on a standard RS500 machine against the mighty works teams. Before that contract arrives he's determined to win every round of the Shell Oils championship and on current form there appears few people or machinery capable of stop-

ping him and so pay close attention to him in this afternoon's 15 lap race because you could be seeing a future world champion in action.

The main threat in today's race, that will provide a welcome respite for spectators from the continual screech of two-stroke engines in the previous four events, will come to Gardner from his two Honda teammates Roger Marshall and Joey Dunlop.

Thirty-three year old Marshall holds second place in the championship and is currently in brilliant form on the Formula one Honda and leads the TT Formula One world championship by three points from champion, Ulsterman, Dunlop.

Marshall and Gardner are great mates and live in the same Lincolnshire village of Wragby but there will be no love lost out on the track. British champion Marshall has certainly surprised his team-mate Dunlop in the world championship by pushing him down into second place at Assen in Holland and at the demanding street circuit at Vila Real in Portugal. So hot was the pace in Portugal that Dunlop had to be helped from his machine with heat exhaustion after the race and the in form Marshall will be looking to exert the same type of pressure of his friend Gardner on the very different flat and fast Silverstone circuit.

Thirty-two year old Dunlop is a folk hero back in his native Ulster and is without doubt the greatest road racer in the world. Brought up on a staple diet of racing between the kerbs and hedges back home has made him virtually unbeatable at the TT in the Isle of Man and at his native Ulster Grand Prix at Dundrod. He makes no great secret of the fact he does not enjoy purpose built flat English circuits but on his day can scratch round with the best of them.

He only lies fifth in the Shell Oils championship but with relationships a little strained in the Honda UK camp at the present time could get himself sufficiently motivated to go out and surprise everybody.

Honda's great rivals Suzuki have had a tough time in the championship this year with mechanical problems and particularly engine seizures keeping them out of the results. Also this afternoon they are robbed of the services of the brilliant Rob McElnea who's still recovering from a knee injury after crashing while practicing for the French Grand Prix at Paul Ricard. With his knee only coming out of plaster last week he feels he could not give the fans and Suzuki value for money in the race especially after competing in the earlier 500cc race.

Veteran Mick Grant now spearheads the Suzuki effort and there is nothing more the gritty Yorkshireman would like than putting one over the Honda team. He's currently fourth in the championship but if Suzuki can

get over their mechanical problems he's certain to put on a good show to please his loyal following.

With McElnea out of action the second Suzuki might be given to Londoner Garry Lingham although no decision had been taken when the programme was printed.

Trevor Nation has been such a thorn in the works Suzuki team's side during the past couple of years on his Oxford Fairings Suzuki last season and his Sports Motorcycles Racing Cagiva this year he could find himself in their works team next season.

The Wiltshire rider mixed plenty of bravery with his considerable riding skills when he finished third in the recent TT Formula One world championship race at Vila Real in Portugal. He finished third behind Marshall and Dunlop just two weeks after breaking his collarbone when he crashed practicing for the Dutch TT at Assen. Like Dunlop he had to be helped from his machine with heat exhaustion but it's that will to win and determination that makes him favourite for a Suzuki ride next year and a good result today would do his cause a great deal of good.

Veteran Tony Rutter has no reason to impress anybody because the three times Formula Two world champion may be coming towards the end of a magnificent career but he can still mix it with the best of them on his 748cc Ducati. He lies third in the world championship behind Marshall and Dunlop and looks on course for his fourth consecutive Formula Two title.

While the works men race it out at the front there is bound to be a tremendous battle among the privateers for leaderboard places headed by two of racing's great characters, Londoners, Jim Wells and Asa Moyce riding their Harris framed Kawasakis. The two 'lads' have been about for a long time and know racing, and especially the Formula One class inside out, and the sparks and the jokes are bound to fly while they are competing. North Easterner Geoff Johnson will be looking for a change of fortune on his Harris Suzuki sponsored by Oxford jeweller John Gowing while Ray Swann will be hoping to repeat his recent success at Snetterton on his Kawasaki.

Grimsby youngster Roger Burnett returns from some useful showings in the European Championships to ride his Ducati while Londoner Mark Salle will be looking to overcome a disappointing season with a useful show on his Kawasaki.

There is a fair sprinkling of real experience with the likes of Alan Jackson (Suzuki), Ray Knight (Honda), Danny Shimmin (Suzuki) and Mick Hunt competing in a race that should provide a fitting finale to what promises to be a memorable Marlboro British Grand Prix.

# Marlboro DUNLOP/EXPRESS Championship Final



## Silverstone *Grand Prix Circuit*

### September 22nd/23rd, 1984

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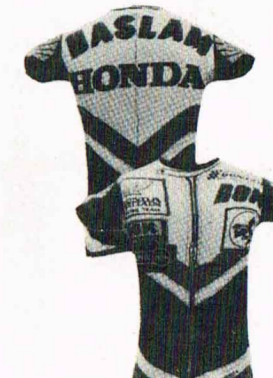


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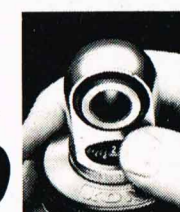
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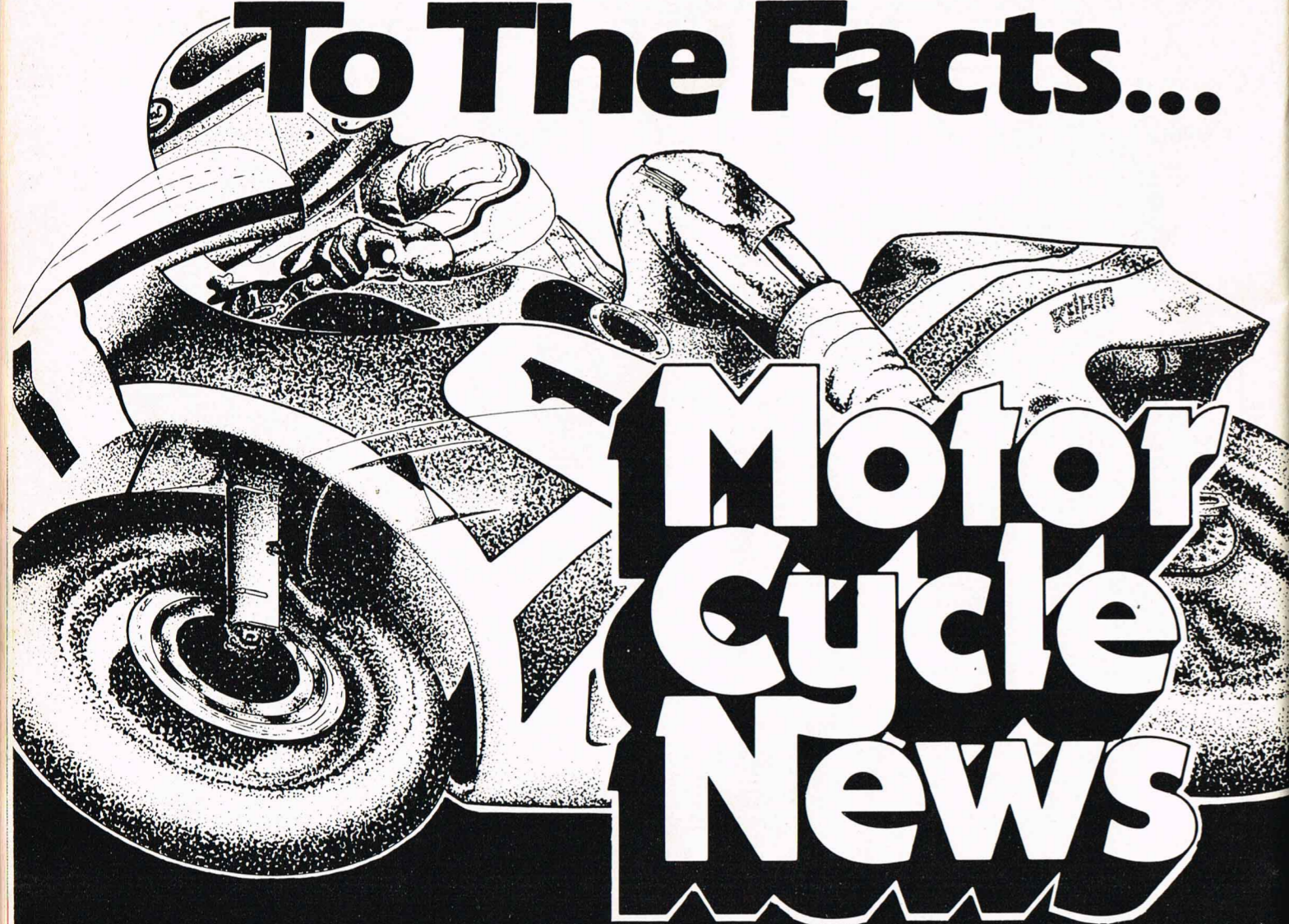


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## NOTICES

### 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

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

### CENTRE TRANSFERS

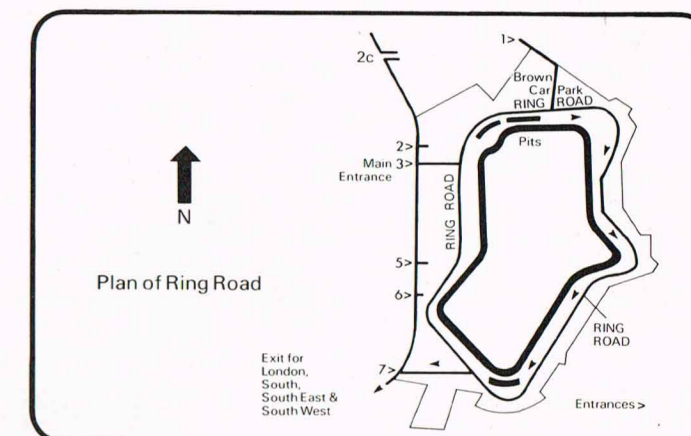
Centre Transfers, costing £3.50 (£2.50 on Friday and Saturday) are on sale at the Centre Ticket Office by the pedestrian bridge at the end of the Pits Grandstand. These tickets admit to the Centre Enclosures where you get a 'behind the scenes' view of the day's racing. They also admit to the Centre Restaurant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

## Traffic Arrangements

### THE RING ROAD

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

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

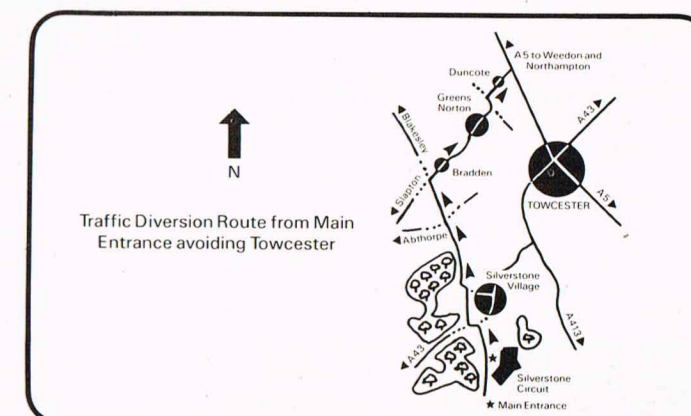


### THE MAIN ENTRANCE

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

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

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



## IMPORTANT NOTICES

### Lost Property Office

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

### Camping Site

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 PLACÉS 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.  
Siehe Karte auf Seite 44 wegen Lage des Campingplatzes.

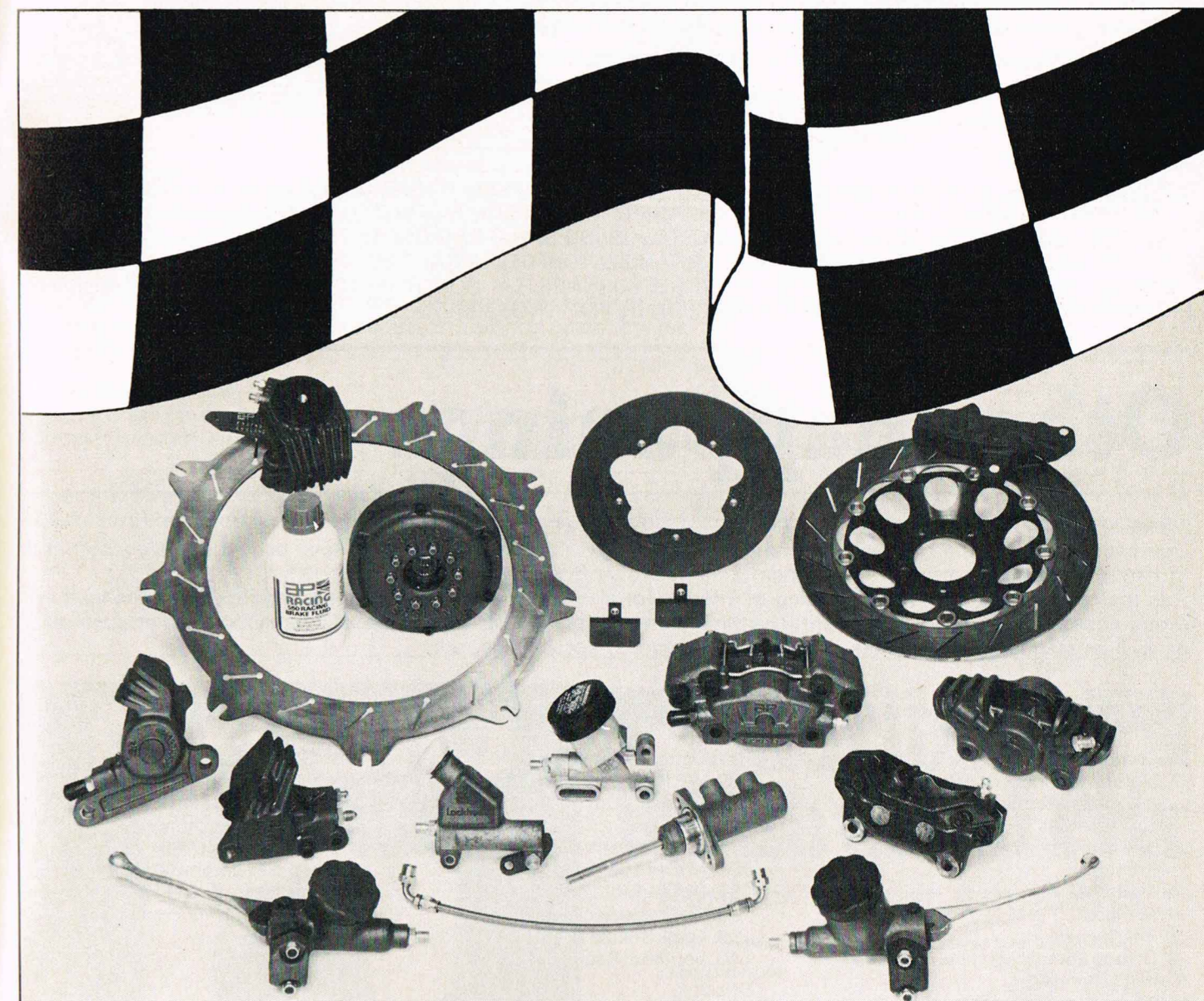
### Midland Bank

Eine Zweigstelle der Midland Bank befindet sich auf dem Markplatz hinter der Haupttribüne. Kassenzinsen 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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E' ASSOLUTAMENTE VIETATO CAMPEGGIARE ALL'INTERNO DEL RECINTO DEL CIRCUITO.
Per favore riferirci a pagina 44 per posizione del Posto 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 Grandstand Trade Area
1. Motorova/Securicor Robophone
2. Isle of Man Tourist Board
3. G.B. Products
4. JAK Marketing
5. Promoto
6. Marlboro
7. Marlboro
8. WR Racewear
9. Clinton Enterprises
10. Wilf Churchill
11. Silverstone Racing School
12.
13. Motor Cycle News
14. Race Pro Marketing
15. R. Picker
16. BMW
17. Motor Cycle News
18. Pernod
19. Brookes Catering
20. Direct Bike Spares
21. Top Shot Promotions
22. Warren Fry
23. Interstate
24. Padgett Batley/PJ1
25. WR Racegear
26. Southern Raceway
27. Silverstone Models/Gerry Dale Souvenirs
28. Tyre Sales
29. Tyre Sales
30. Chris Wilshaw

- 31. Clinton Enterprises
32. WR Racewear/Grand Prix Promotions
33. J. Lang & Co
34. John Gee
35. Midland Bank
36. Midland Bank
37. Davida Moto/Abasport
38. Trackside Accessories
39. Frank Thomas Boots
40. Southern Raceway

- Woodcote Trade Area
41. GPO
42. TT Supporters Club
43. Northants County Council - Road Safety
44. Duke Marketing
45. Metzeler Tyres
46. J.R. Bennett
47. Crosswell Trading
48.
49. Suzuki Owners Club
50.
51.
52. Brookes Catering
53. Brian Lindsay Ltd

- Stowe Trade Area
1. Marlboro
2. WR Racewear
3. Clinton Enterprises
4. Jaycessories
5. Silverstone Models
6. Laxey Wheel Screen Printing
7. Grand Prix Promotions

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 5th August.

Pit Lane Walk-About
Holders of Centre Transfers will be admitted to the Pit Road on Sunday, 5th August between 09.00hrs and 10.45hrs 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 11.20hrs on Sunday, 5th August. The flags will be paraded on Yamaha motor cycles.

Racing School Parade
There will be a parade by the Chas. Mortimer Motor Cycle Racing School Yamahas and the Silverstone Racing School Formula Ford Van Diemen single seater racing cars and MG Maestro saloon cars at 11.00hrs on Sunday 5th August.

Assembly Area
The Assembly Area for competitors has been moved this year to the inside of Copse Corner adjacent to the pit exit road.

Photographs used in this programme by:
John Denton, Dunlop, Tomas Gescheidt, Ian Norris, Northampton Mercury.

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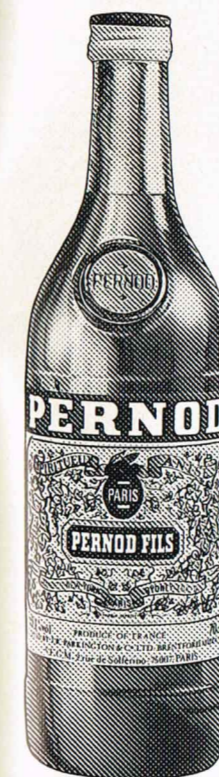
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2.9.84

20.5.84

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The first 12 correct entries opened by us will each receive a bottle of cool, refreshing Pernod.

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1. This competition is open only to adults (18 and over).
2. Closing date for the competition is 31st August 1984. Results will be available on request from J.R. Parkington from 13th September 1984.
3. Only official entry forms from this programme will be valid.

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

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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/Kurt Waltisperg (Schmid Yamaha) 104.35 mph <b>Sidecar B2B</b> Alain Michel/Michael Burkhard (Yamaha) 93.89 mph	Alex George (Honda) 100.06 mph
1980	Randy Mamola (Suzuki) 114.68 mph	Anton Mang (Kawasaki) 111.04 mph	Kork Ballington (Yamaha) 108.88 mph	Louis Reggiani (Minarelli) 101.76 mph	Derek Jones/ Brian Ayres (Yamaha) 109.26 mph	Graeme Crosby (Suzuki) 112.22 mph
1981	Jack Middelburg (Suzuki) 113.29 mph	Anton Mang (Kawasaki) 110.87 mph	Anton Mang (Kawasaki) 109.36 mph	Angel Nieto (Minarelli) 101.85 mph	Rolf Biland/ Kurt Waltisperg (LCR) 110.10 mph	Ron Haslam (Honda) 112.17 mph
1982	Franco Uncini (Suzuki) 114.82 mph	Jean Francois Balde (Kawasaki) 109.68 mph	Martin Wimmer (Yamaha) 109.44 mph	Angel Nieto (Garelli) 105.04 mph	Egbert Streuer/ Bernard Schnieders (LCR) 109.91 mph	Roger Marshall (Suzuki) 112.92 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



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This year we've:

- bashed around the track aboard Spencer's VF750 superbike and Wayne Gardner's RS850R (January)
- been let loose on the Elf endurance racer (February)
- scoop-tested Sports Motorcycles' road-going F2 replica Duke (March)
- wielded Lucifer's Hammer, Jay Springsteen's XR750 based B.O.T racer (April)
- interviewed Antonio Cobas, the man behind BMW's K100 endurance racer (May)
- let rip at the Imola 200 (June)
- stormed to second place with Team Bike at the Le Mans 24 Hours (July)

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