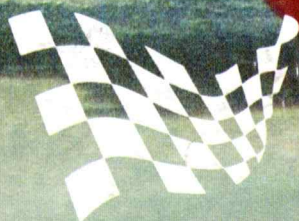


RACE OF ACES

FEATURING ■ MCN TT SUPERBIKE CHALLENGE ■ MCN SUPERTWEEN CHAMPIONSHIP



SNETTERTON



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13th/14th JULY, 1991

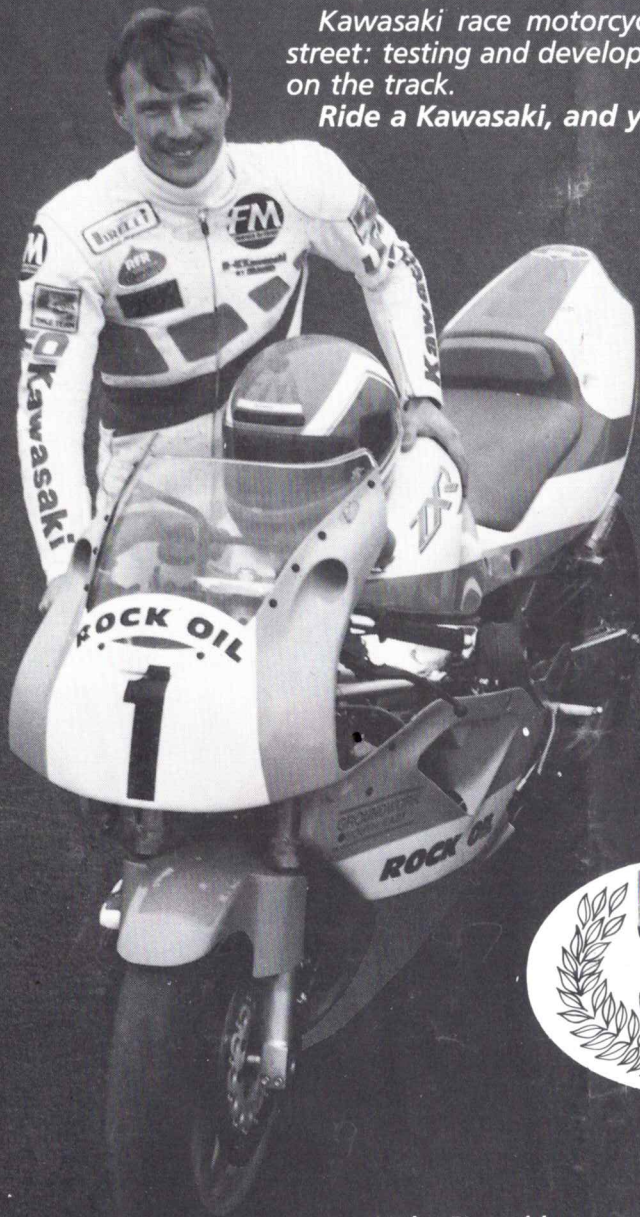
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TIMETABLE

Saturday, 13th July, 1991

PRACTICE (Untimed)

15.00-15.15	125cc
15.25-15.40	250cc
15.50-16.05	Superteens
16.15-16.30	MCN TT Superbikes and Race of Aces
16.40-16.55	Supersport 600
17.05-17.20	Open Sidecars
17.30-17.45	F2 Sidecars

Sunday, 14th July, 1991

PRACTICE

09.00-09.15	125cc (Timed)
09.25-09.40	250cc (Timed)
09.50-10.05	Superteens (Untimed)
10.15-10.30	MCN TT Superbikes (Timed)
10.40-10.55	F2 Sidecars (Timed)
11.05-11.20	Supersport 600 (Timed)
11.30-11.45	Race of Aces (Timed)
11.55-12.10	Open Sidecars (Timed)
12.20-12.35	Classic (Untimed)

12.35-13.45 LUNCH BREAK

13.45-14.05	Race 1	15 Laps	MCN TT Superbike Challenge
14.15-14.35	Race 2	12 Laps	250cc GP
14.45-15.00	Race 3	10 Laps	MRPC Open Sidecar Championship
15.10-15.25	Race 4	10 Laps	125cc
15.35-15.55	Race 5	15 Laps	Race of Aces
16.05-16.20	Race 6	10 Laps	Central Despatch (London) F2 Sidecar Championship
16.30-16.45	Race 7	10 Laps	MCN Superteen Championship
16.55-17.15	Race 8	15 Laps	MCN TT Superbike Challenge
17.25-17.40	Race 9	10 Laps	Supersport 600
17.50-18.05	Race 10	10 Laps	Classic

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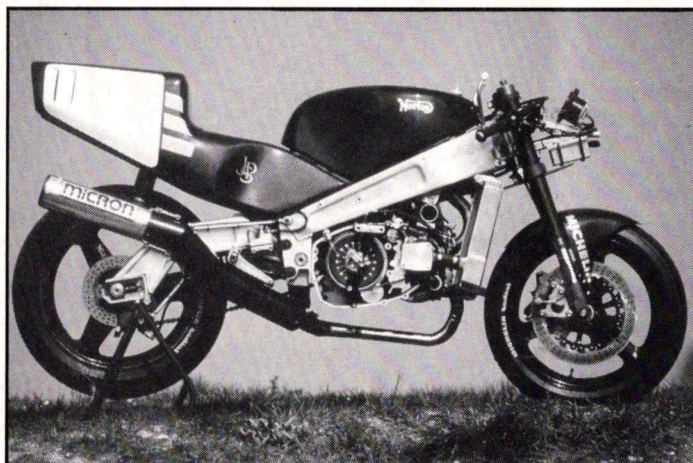
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New Norton for Trevor Nation



The new NSR588 Norton, minus its familiar black and gold fairing.

TREVOR NATION and Ron Haslam will both be racing the latest version of the rotary engine JPS Norton - the NRS588 - today.

With a twin spar aluminium chassis, designed by Ron Williams and built by Harris Performance, the new machine brings the latest grand prix technology to the only all-British race team.

The NRS features a liquid pressure cooled twin rotor engine based on the homologated F1 road bike, and produces a claimed 135 bhp at 9,800rpm.

A six speed gearbox is used with the new motor, which runs in the opposite direction to the previous unit. The bike is considerably smaller than the RCW588 that it replaces, and it is not just weight saving but also better weight distribution that has been

achieved.

"Altogether we have shaved around 20 kilos from the original machine weight and it's all from the right places," said Williams. "We always had a problem keeping the front wheel down with the earlier machine, even though we moved the weight as far forward as practical."

Excess rear weight has been eliminated by replacing the old rear sub-frame with a two part composite seat unit. There is a completely new swinging arm, arched on one side to accommodate a new and much quieter Micron silencer and to help route hot air away from the multiple variable cantilever suspension.

"It feels just like a 500cc grand prix bike to me," enthused Rocket Ron. And he should know - he raced them for eight years!

'Big Mac' passes his 'L' test!

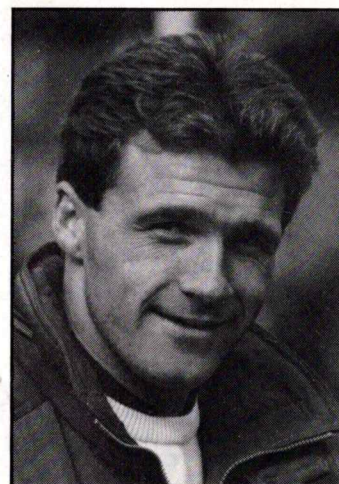
YES IT'S TRUE! Big Rob McElnea, the Loctite Yamaha maestro, leader of the 750cc British Championship and the fastest short circuit rider in the country, has just passed his motorcycle learner's test!

It is hard to believe, but until now McElnea, 31, has never owned a road bike or had any desire to. When he was a steel erector he used to travel to work on a Vespa.

The Scotterthorpe rider was more or less forced into undergoing the compulsory training for learner riders. "It was all rather embarrassing," laughed McElnea. "I had been at an opening, a dealers or shop, something like that, when I was asked to give a VIP a pillion ride around the streets. I had to admit I did not have a licence."

The former Grand Prix rider was confident about his ability to ride his learner 125, but just to make sure took an extra lesson at the Star rider training school just before the test.

"I was okay on the riding and managed to bluff my way through the Highway Code," he joked. "You see I never had a reason to pass the test before. I learned to ride off-road and did trials and that



Rob McElnea

sort of thing. I have been racing since 1977 and never had much time for the road."

He is acutely aware of the dangers facing road riders and for the need for proper training. "The biker is constantly at risk and has to be twice as safety conscious as other road users."

Having come through the test, McElnea is now equipped with a monster 1200cc V Max Yamaha. "But I won't be burning up any public roads," he said, "I'll leave that for the racing."

Ireson returns after seven year break

TREVOR IRESON, well known for his sidecar chassis design and construction, makes a 'fun racing return' this weekend after being away from the tracks for seven years.

His last race on one of his own outfits was in the 1984 TT in the Isle of Man, when a breakdown in the second race proved just a little too much to contend with after an already costly week.

"I don't know really why I am making a comeback," said the sidecar man from Swindon who has four TT victories to his credit.

"I suppose it could be to try out a new long, LCR style chassis I have just built."

Trevor says that he plans to do one or two more meetings but stresses that it's only "for a bit of a giggle. There is nothing serious," he added.

But with an opposing view is his passenger Terrie Salone, who has done much to lure him back. "She really is very enthusiastic about the whole thing," he admitted. Although the outfit they will be racing is a prototype, it will be powered by a seven-year-old, 750cc four cylinder, two stroke, Yamaha engine.

Also likely to be back on the scene is Trevor's former sponsor Joe Henderson, who is now fully recovered from a heart by-pass operation.

Cadwell injured all recovering

WE ARE HAPPY to report that those riders involved in the ten-bike pile up at Cadwell Park two weeks ago, in particular John Gainey, Alan Patterson and Paul Booler, are all recovering from their injuries, although they will be out of action for some time.

It was feared that Gainey, who is Ron Haslam's nephew, might have suffered head

injuries, but this was not the case and he is responding well to treatment for leg injuries.

Patterson, from Lisburn, who has been campaigning in all the 125cc Grands Prix this season, suffered hip and thigh injuries. Booler, from Market Harborough, sustained leg injuries.

We wish them all a successful recovery.

Stars of tomorrow?

THE DEARTH OF BRITISH RIDERS at Grand Prix level has been of major concern for some time. Heads have been shaken in despair, hands wrung in woe, but no-one has done anything to try and rectify the situation... until now.

The first round of the Superteen series at Snetterton today - it was originally scheduled for washed out Thruxton - is the first positive attempt to produce home-grown talent good enough to bring British riders back into the GP limelight.

The Superteen series, developed jointly by Motor Cycle News and the Motorcycle Race Promoters Committee, is designed specifically to seek out the best young talent in Britain, nurture and develop it and hopefully guide that talent to the world stage of Grand Prix racing.

Some 40 young hopefuls, aged between 16 and 21, all riding Supersports 400 machines, today start their attempt to make it into the big time. Watch them all closely and one day you may be able

to say that you saw the new World Champion in his first race.

It may not be the overall winner, at the end of the series, who could go on to be a champion. In it's first year Superteen combines riders who have never raced before to novice licence holders, restricted licence holders and some national licence holders. The latter includes riders such as Jason Vincent and James Haydon who, having raced a Supercup level, will probably outclass the rest of the field.

But it could well be that in the long term it is one of the novices (they wear the red ACU novice jackets) who becomes the World Champion British racing so badly needs.

Special training and advice is given to Superteen riders by men of the calibre of Ron Haslam and Trevor Nation. At every round they are walked around the circuit where top riders impart their knowledge of the track to the youngsters.

There is plenty of incentive for the

Superteens to do well, apart from the far-off ultimate goal. The winner at each round receives £500 prize money with £300 for second and £250 for third. Even the 10th man picks up £15 for his efforts.

But there is also £30, £20 and £10 for the first three novice finishers at each round, and Two Four Sports is awarding £50 for the best turned out team to encourage and maintain a smart promotable image.

On top of that the MVP television company is filming each round for broadcasting on satellite television.

All-in-all it is a superb package for an aspiring youngster and Robert Fearnall of the promoters committee said: "This is not a one year wonder. It is a long term plan encouraging young novice riders to start in motorcycle racing, to get proper training and expert guidance, with the aim of taking the most talented of them into the European and World Championship racing." ●

The Superteeners

No. 1 Mark Snell — Age 20, from Gainsborough. A joiner, working at Rampton Hospital, near Retford. Started racing in 1990, using his RGV 250M Suzuki converted from his road bike into his race bike. Successes in club championships this year. Supported by his girl friend (team manager), B+B Motorcycles (Gainsborough) and Photron photo-video stores.

No. 2 Gary Broughton — Age 19, from Norwich. A pipe fitter. 1989 Mini Stock Champion. Supported by Snaps & Ards Video, Norwich.

No. 3 John McGuinness — Age 19, from Morecambe. An apprentice builder. Riding bikes since the age of 3, starting with an automatic Italjet with which he appeared on Granada TV doing a few tricks. Moved into schoolboy scrambling, making it to Expert status. Now competing in his first full season of road racing. Supported by his father and Bay Motors and Cycles, Morecambe.

No. 4 Mike Kenyon — Age 20, from Chorley. Between jobs. Started riding at 9; raced schoolboy motocross for 2 years before taking up road racing in 1989, being voted most promising newcomer in the north west. Supported by B&M motorcycles in Preston, Caunce Brothers of Mawdesley, Fast Lane Sports Cars of Standish, B.B.C.S. Computers of Standish and Speedwell Tools of Preston.

No. 5 Jason ('Jay') Vincent — Age 19, from Earl Shilton. Van driver. Two years in schoolboy motocross and 2 years in road racing. Four club championship titles; winner 1990 British Clubmans Supersports 400 Championship; winner 1990 Shell Suzuki Scholarship.

No. 6 Dave James — Age 20, from Godalming. Telex & Fax engineer. Occasionally participated in motocross and started road racing in May 1989 on TZ125.

No. 7 Adam Nowell — Age 20, from Clapham, Lancaster. Self-employed mechanic. Motocross: finished in various placings in ACU finals and raced overseas including a 6th in 125 Dutch GP. Self-financed.

No. 8 Darren Mitchell — Age 18, from Elland. Apprentice sheet metal worker/plater. Aged 7 started schoolboy motocross (3 times Junior Motocross champion). Winner at Karting, Speedway & Sprinting. National Ministock Champion 1988 & 1989. Shell Gemini Challenge winner, 1989. Entered by Colin Sanderson and supported by Higg's Motorcycles, parents, Panda Plant (Elland), Shell, Avon, Ewis Chains & Stan Stephens Tuning.

No. 9 Callum ('Mowgli') Ramsay — Age 18, from Perth. First bike age 9; competed in trials for 2-3 years, motocross/grass tracking for 1½ years. Started road racing in 1990 on Aprilia Ministock 125 and finished 2nd in Scottish Championship, winning best First Year Rider. Started racing because of elder brother Greig Ramsay. Supported by Moss Motorcycles Perth, Arai Helmets, Rock Oil.

No. 10 Mark Minns — Age 18, from Abingdon. Schoolboy. Started racing in 1990 in 250 production class. Supported by Cornerhouse Garage, Seat Dealers, Oxford.

No. 12 Andy Jackson — Age 20, from Kendal. Property sign erector. 1 year of club racing. Father raced sidecars and brothers also race. Supported by Bob Jackson Motorcycles and Rose Crown Work.

No. 13 Douglas Cowie — Age 18, from Upper Dallachy, Banffshire. Student. Moped Marathon expert. 1 year club racing in Scotland. Finished 3rd in Scottish Modstock class in first year (having missed races for A level's). Uncle, mechanic, is John Cowie, 1978 British F1 Champion. Supported by Shirlaws Racing, Aberdeen (owned by former racer Roy Shirlaw).

No. 14 James Haydon — Age 17, from Amersham. Student. Schoolboy trials, schoolboy motocross. Mini stock racing in 1990, finished 2nd in ACU British Clubmans Championship. This year, racing 125GP and Supersports 400 in National Supercup.

No. 15 Mark Newland — Age 20, from Guilden Morden. Deputy Manager at decorators merchants. Engaged to Maureen, two children. Started racing in 1989. Finished 4th in 1990 New Era 250 Production Championship. Won 1st race at Snetterton, April '91. Supported by parents.

No. 16 Richard Foxon — Age 19, from Loughborough. Student. Started racing last year, regularly finishing in top five. Serious road accident in October last year. Supported by Denham Foxon & Watchorn, Solicitors.

No. 17 Dave Jefferies — Age 18, from Shipley. Apprentice plant fitter. Schoolboy trials up to 14 years old, followed by motocross for 2 years up to national licence. Started racing 1990, achieving 107 top 10 finishes (including 30 wins). Racing family — Grandfather Allan Jefferies international competitor pre-war, father Tony Jefferies 3 times TT winner, uncle Nick Jefferies. Supported by Allan Jefferies Motorcycles and John Chrystal Racing.

No. 19 Paul ('Slim') Lausch — Age 20, from Wanstead. 2 years of Ministock, making a comeback from a broken back.

No. 20 Kev Wholey — Age 20 from Nottingham. Started riding at 14 in fields etc. Started racing at 19, winning Novice race at Cadwell in third meeting. Supported by Twistgrip Motorcycles, Nottingham.

No. 21 Richard ('Rich') Goodwin — Age 21, from London. Motorcycle mechanic. 1½ years racing experience, winning first novice race at Lydden May '91. Test rides motorcycles at work. Supported by Powerhouse Motorcycles London, franchisee Kawasaki dealers.

No. 22 Ronnie Wheeldon — Age 19, from Leek. Fabricator/welder. First racing season. Privateer.

No. 23 Stephen Marlow — Age 20, from Oundle. Plumber and gas engineer. Part time work for Performance Bikes Magazine, riding numerous bikes from 125 to 1100cc. Experience on dirt bikes; raced last year at club meetings. Supported by Performance Bikes, Roy Pidcock Motorcycles.

No. 24 Aaron ('Arry') Phillips Age 18, from Old Woking. Student (ex motorcycle mechanic). Schoolboy motocross from 1982 to 1989, road racing '90/'91. Supported by Frontiers Motorcycles, Wimbledon and J.C. Phillips, Builders.

No. 25 Mick Pateman — Age 19, from Bourne. Horticulturist. 1½ years road racing, winner of Pegasus MC & LCC 1990 Ministock Championship & 1990 Cadwell Park Ministock Champion. Supported by Bourne Motorists DIY.

No. 26 Michael Rutter — Age 19, from Brierley Hill. Mechanic. Started racing last year, and raced his dad's 750 Ducati earlier this year at Cadwell and won. Supported by Merrydown Racing, Motor Cycle Mart, Yewtree pub, parents.

No. 27 John Hardman — Age 19, from Retford. Farm Operative. Previous motocross experience, turning to road racing at the end of last year after the Cadwell Race School. Supported by 'Just Crossers' motocross firm and parents.

No. 28 Stuart Rider — Age 19, from Braintree. Lloyds Insurance Broker. Schoolboy motocross for 4 years, this is 1st year in road racing. Supported by RFR, telecommunications manufacturer.

No. 29 Richard ('Rich') Grinling — Age 19, from Leicester. Chef. 1st bike at age of 6, started racing at 18. Supported by Enigma Information Systems, R.M. Marshall, Harborough Bike Centre.

No. 30 Neil Hudson — Age 20, from St. Ives. Mechanic. Started racing this year. Supported by Huntingdon Motorcycles.

No. 31 Peter Lawrenson — Age 20, from Chorley. Engineering machinist. Racing experience at Three Sisters, Aintree, Oulton. Supported by Shorrock Motorcycles of Leyland, Reg Child Mechanical Engineers from Preston.

No. 32 Adrian ('Shade') Coates — Age 19, from Antrim. Apprentice electrician. Started racing in July 1990 at Nutts Corner (last away and pulled through to finish 2nd in 1st race). Son of the late Wallace Coates, the former Irish Sidecar Champion and nephew of Ernie Coates.

No. 33 Simon Gates — Age 19, from Stockbridge. Repair technician. Taught to ride by Trevor Nation at age of 10. Use to work at Thruxton. 1st National at April Thruxton, finishing 11th. Supported by Wheelpower Ltd of London, Geoff Gates (dad), Mike Hopper, Andy Leutthford.

No. 34 Robin Howdle — Age 18, from Chesterfield. Pallet maker. Started racing at 17 and has raced Rotax 125 & 750 Suzuki. Supported by Haywoods Haulage of Chesterfield.

No. 35 Mark George — Age 20, from Burnham. Panel beater. Competed in club trials since age of 12. Began racing in '89, won 12 races and finished 5th in New Era 250 production class in '90. Supported by Pirelli Tyres.

No. 36 Sean Watkins — Age 20, from Bristol. Welder. Married with 1 child. Riding mopeds since 13. Started road racing April '90, numerous top 10 positions. Supported by Custom Colours paintwork.

No. 37 Kirk ('Kirky') Harris — Age 20, from Gillingham. Builder. Trials, motocross & road race experience. Supported by Magnum Motorcycles, Anvil Hire Specialists, Argabridge Motorcycles, and friends.

No. 38 John Paul Senior — Age 20, from Southampton. Warehouseman. Road racing since 1989; numerous wins on 750 & 1100 Suzuki; 1990 raced Kawasaki KR1S at nationals. Supported by Honda, TTS and Frettons.

No. 39 John Pearson — Age 18, from Hull. Model maker. Started riding at 9, progressed to schoolboy motocross. Brother races classics. Supported by Border Telecom, Hants.

No. 44 Chris Moffitt — Age 18, from Irlam. Unemployed. 2 years of motorcycle experience, winning 4th ever race (at Darley Moor). Broke back in January on motocross bike. Supported by Brian Moffitt (father).

No. 50 John Atkins — Age 20, from Blackpool. Motorcycle mechanic. 3rd last year in Ministock ACU Clubmans. Supported by Raceways Motorcycles.

No. 62 Jonathan Ellam — Age 21, from Blisworth, Northants (born Kampala, Uganda). Draughtsman. Motocross in Africa, started racing in April '91 finishing 7th & 6th at Mallory.

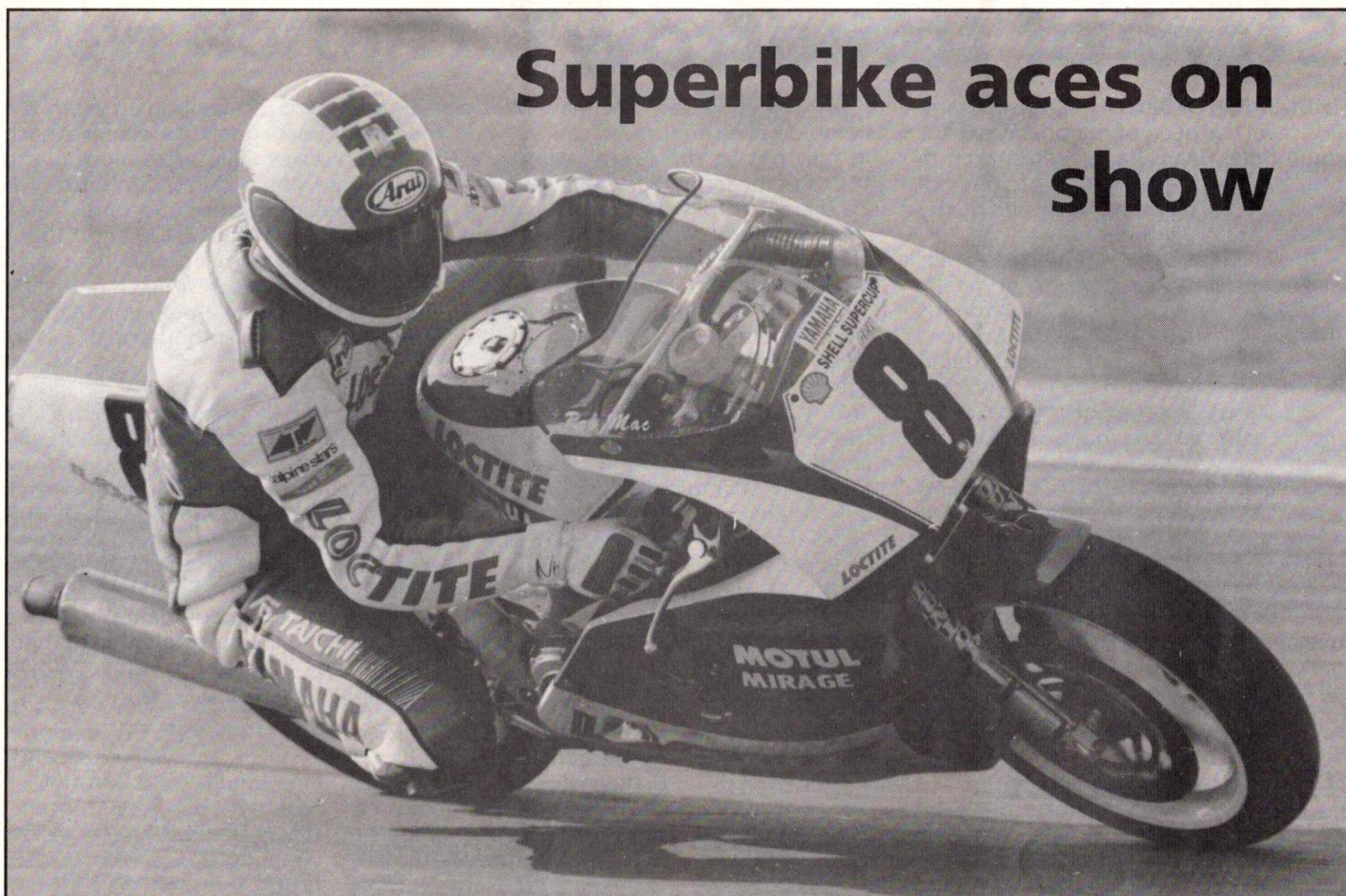
No. 69 Rob Frost — Age 20, from Lincoln. Graphic Designer. 1 year of road riding, 3 club meetings and a few days on brother's motocross machine. Supported by Broadgate Printers, Coventry.

No. 73 Simon Marsh — Age 16, from Battle. 5 years of motocross experience, national level. Supported by Euro Power Washers.

No. 77 Mick Grey — Age 20, from Lytham. Computer Operator. Riding bikes for 7 years on and off road; 1st year of road racing. (Achieved Black Belt in Karate and once represented England in Cadet Team).

No. 99 Wayne Hiatt — Age 20, from Yate, Bristol. Architect. Schoolboy motocross from 10 to 16 years. Started road racing at 17 and won the EMRA 250 production class in 2nd season of racing '90. Supported by Chris Noble Tuning, Gloucester Kawasaki, Silkolene, EBC.

Superbike aces on show



Shell Supercup leader Rob McElnea will aim to be as successful today in the first round of the MCN TT Superbike Challenge. **Photo by:** James Wright

THE RACE OF ACES IS regarded by many as the most prestigious feature event remaining on the British short circuit scene, and today the JPS Norton team will be striving to hang on to the title for the third consecutive year. The top meeting at the Norfolk circuit also hosts the opening two races in the MCN TT Superbike Challenge, a leading championship of the home calendar, when the Norton riders in the black leathers, Ron Haslam and Trevor Nation, will again be looking for victory.

The Superbike series, scheduled for nine rounds and with a total prize fund of £45,000, was due to kick off at Thruxton two weeks ago, but the entire meeting was washed out by the torrential rain that persisted at the circuit on the border of Hampshire and Wiltshire.

Probably with the most pressure on him today is the big man from that latter county, Trevor Nation, who raised his first Ace last July and also ended the season by collecting the Superbike Championship trophy.

"I always like racing at Snetterton, and with rather a lean year so far, I certainly hope that I will be able to get back into my winning ways this weekend," said the rider who had the bitter disappointment of being excluded from the results for using an oversize tank after taking third place in this year's Formula One TT in the Isle of Man.

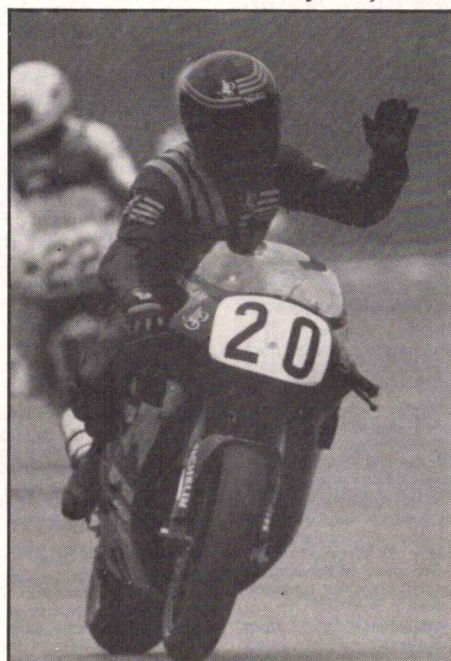
Both he and Haslam, who now runs a deer farm at Smalley in Derbyshire, will be racing the latest Nortons that, amongst other things, feature a new chassis and six-speed gearbox, instead of the five-speeders fitted to the earlier rotary engined machines.

The new machine was first raced in the TT by Ulsterman Robert Dunlop, who was unable to complete either of his two

races because of a shoulder injury.

Haslam gave the machine its first short circuit outing in last month's Shell Supercup round at Brands, and promptly Ron Haslam celebrates victory in a round of the Transatlantic Superbike Challenge.

Photo by: Andy Gibbs



notched up a victory and a second place.

"The machine has certainly got great potential, there is still some work to be done, but it should be possible to give it a real hard workout at Snetterton," said Haslam, who is in his first full season with the British team that is managed by former Snetterton track manager Barry Symmons.

Although the Nortons with their rapid top speed are well suited to the Snetterton circuit, the Norton duo must be aware of bang on-form Humbersider Rob McElnea, who had a double victory here in April in the opening rounds of the Supercup series.

'Big Mac' was again at his brilliant best two weeks ago at Cadwell Park when two wins put him back in the Supercup championship lead.

"The Norton is rapid, in fact almost unfairly fast, but our machine does not hang about either," smiled the Loctite Yamaha rider. "It presents a challenge I enjoy taking on, and helps to bring out the best of your riding skills."

Another rider with a good Snetterton record is Ray Stringer, who guested here in the Norton team two years ago. The Nuneaton rider, who races a Yamaha in the Mobil 1 colours under the guidance of Nick Coleman, shook the establishment as he clocked a victory hat-trick in the opening rounds of the Transatlantic match races at Mallory Park. He then kept among the top men at Brands the following day, to come out as the top individual points scorer.

Roger Burnett, back with Silkolene-backed Honda Britain, is battling to regain



Jason Vincent on his 250cc Suzuki is one of the favourites for today's first round of the MCN Superteen Championship.

Photo by: Keith Russell- Moto-Photo

his old form and that could well come through this weekend. An 'Ace' winner back in 1986, Burnett was third last year on a Suzuki behind the Nortons of Nation and Steve Spray - the talented but luckless Nottingham rider who just can't get back into the action with a competitive machine after being dropped by the British team at the start of the year.

"I feel more at home on the Honda and as well as the main race, I am very keen to get a good start in the Superbike championship," said Burnett, who suffered a minor back injury when he crashed at Cadwell two weeks ago.

The Suzuki attack is now led once again by Yorkshireman Jim Whithan, a former lap record holder here, who is looking for a first big breakthrough in the big class this year. "Snetterton could be just the place," he remarked.

The Kawasaki bid, in the Team Green colours, is spearheaded by John Reynolds from Nuthall on the outskirts of Nottingham. Certainly of the most impressive riders currently in action, Reynolds has the talent to overcome the set-back of a machine slightly less competitive than the Norton and the Yamaha with his own rider ability.

Currently fifth in the Supercup championship, Reynolds likes Snetterton and this could be the stage for a first major win of the season.

He is supported by former Champion of Brands Tim Bourne from Ashford, Kent, who certainly has the ability to be among the leaders.

In the private sector there is Mark Farmer, Dave Redgate and Matt Llewellyn, the Leicestershire rider who has yet to hit his previous form so far this season.

Mark Linscott, a fighting second in the recent Superbike racetrack during the Dutch TT week at Assen, is another capable of a few surprises, as is the rider from Selby who finished one place behind him in Holland, Andrew Ward.

The other major attraction today is the first round, also because of the rain at Thruxton, of the MCN Superteen Championship. This gives a real chance for talent spotting and although Jason

Vincent, Dave Jefferies and James Haydon could be regarded as favourites in the Supersport 400 machine event, a strong local interest comes from Gary Broughton from Norwich.

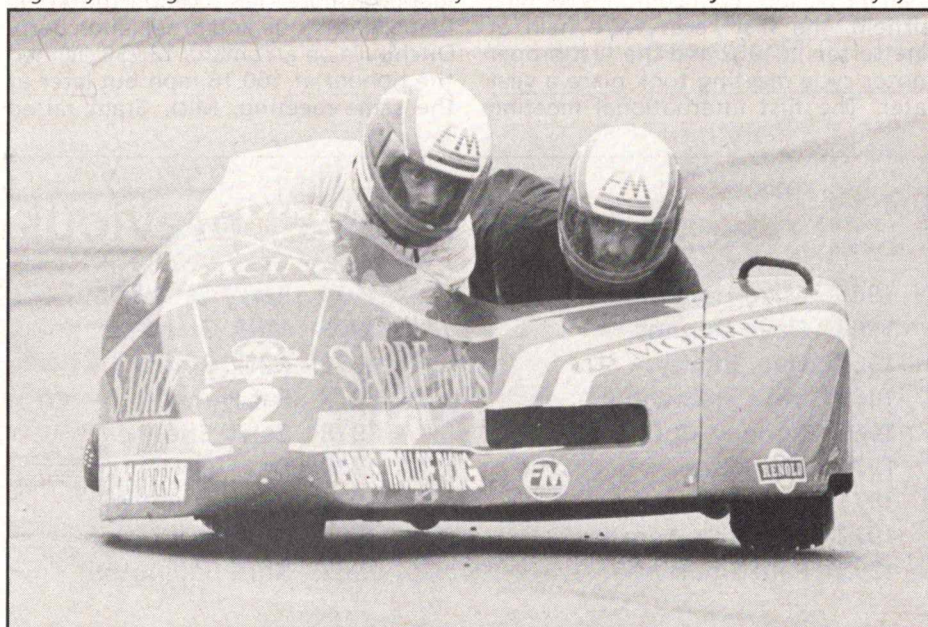
Although the rest of the programme

Alan Carter - one of the leading 250cc challengers.

Photo by: Perry Sports Photography



Arguably the kings of the F2 class - John Brindley and Chris Jones. Photo by: Barrie and Mary Lynn



comprises non-title races, the action is bound to be just as fierce.

Alan Carter heads a strong 250cc cast that includes star-in-the-making Paul Brown, 22, the present leader of the 250 Supercup series. He hails from the same Humberside town of Scunthorpe as McElnea, who was in full praise for the young panel beater's efforts of the race track last season. "He impressed me the first time I saw him, he's got talent," commented McElnea.

Also the line up is Nigel Bosworth, Conor Brennan, Steve Sawford, Alan Jeffery and from Norwich, Phil Armes.

Ulsterman Mark Farmer, now living in Crawley, is in with a victory chance with his Harris Performance Yamaha in the Supersport 600 race, when Steve Ives and Dave Ashton should be up at the front of the hectic action.

A very well supported 125cc event brings a host of the best riders in the class to the line. On paper Rob Orme from Leicestershire could be regarded as favourite but George Bedford and Steve Thompson have different views.

The sidecar brigade are out in force in both the open and F2 events.

Arguably the kings of the F2 class, for 350 two-stroke and 600 four-stroke powered outfits, John Brindley and Chris Jones find themselves up against all their title chase rivals.

Mick Haith, Gary Smith and Richard Nelson are the drivers giving the Doncaster pair a hard time in the Supercup. All ride 350cc machines, but could face an upset at the hands of Mick Boddice, who brings his double TT-winning 600 Honda to the line. Also watch young Craig Hallam and Peter Krukowski, who has classic bike man Chris McGahan in the chair.

Boddice switches to a 700cc two stroke for the open class when, amongst others, he and passenger Dave Wells take on grand prix-campaigning Barry Brindley and Scott Whiteside and world championship-leading Steve Webster's brother Kevin, who is partnered by Guy Lowe.

The Race of Aces - A combination of quality and tradition



Trevor Nation gave JPS Norton its Race of Aces double last year. Can Trevor or new team mate Ron Haslam make it a hat-trick for the British team. **Photo by: Phil Masters**

THE SNETTERTON "RACE OF ACES" is one of the most prestigious and long standing events on the home calendar and certainly the most important motor cycle race in East Anglia.

Since the title first went to the incomparable Mike Hailwood in 1965, many of the world's greatest riders and champions have graced the Norfolk circuit on some of the finest machines ever built for competition. Giacomo Agostini and his mighty MV Augustus, Phil Read, Barry Sheene, Paul Smart, Kork Ballington, Rodney Gould, Mick Grant, Barry Ditchburn and Graeme Crosby were but a few of the charismatic world beaters who claimed the "Ace of Aces" accolade in the halcyon days of the international event.

Snetterton, of course, goes back further than the big race. Formed from a wartime airfield, the first races were held at Snetterton in 1952 and the first proper motor cycle meeting took place a year later. The first international meeting

followed in 1954 after which the Snetterton Motor Racing Club was formed.

Probably the fastest mainland circuit after Brooklands and Silverstone, the 2.71 mile Snetterton track rapidly became a major venue for club, national and international racing.

A shorter 1.9 mile circuit was opened in 1974, cutting out the famous ultra-fast Norwich straight and making the circuit slower, but safer with improved run-off areas.

In the same year Snetterton became the third circuit in the country to be lapped at more than 100 mph, the others being Silverstone and Brooklands. Barry Ditchburn on a Yamaha TZ 750 claimed the honour at 100.16 mph but later at the same meeting, Mick Grant raised

this to 101.20 mph on his three-cylinder Kawasaki.

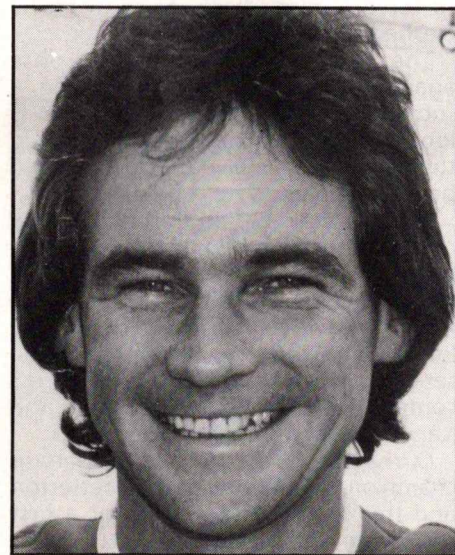
The absolute lap record of some 106 mph was set by Roger Burnett on a Honda Britain 500 in 1986 under the watchful eye of team supremo Barry Symmons, who is now the JPS Norton team boss.

Grand Prix riders are now unfortunately barred by their teams from riding in non-world championship events, hence the "Race of Aces", in common with other major one-off events such as the "Race of the Year" at Mallory Park, has suffered in recent years in terms of international recognition.

But the quality of riding has not declined. Since Wayne Gardner's pre-Grand Prix days when he won the "Race of Aces" in 1984, Roger Marshall, Roger Burnett, Phil Mellor and Jim Whitham have upheld the event's superb racing traditions.

Who will claim victory today? That remains to be seen, but whoever it is will join an illustrious line-up of previous winners.

Barry Sheene, one of the illustrious former winners of the Race of Aces.



Race of Aces — previous winners

1965	Mike Hailwood	1974	Barry Ditchburn	1983	Keith Huewen
1966	Dave Degans	1975	Mick Grant	1984	Wayne Gardner
1967	Dan Shorey	1976	Mick Grant	1985	Roger Marshall
1968	Mike Hailwood	1977	Pat Hennen	1986	Roger Burnett
1969	Rodney Gould	1978	Barry Sheene	1987	Phil Mellor
1970	Phil Read	1979	Dave Potter	1988	Jim Whitham
1971	Paul Smart	1980	Keith Huewen	1989	Steve Spray
1972	Giacomo Agostini	1981	Graeme Crosby	1990	Trevor Nation
1973	Paul Smart	1982	Kork Ballington		

MCN TT SUPERBIKE CHALLENGE

Grid positions will be determined by timed practice

RACES 1 & 8
15 LAPS

No	Rider	Entrant	Home Town	Machine
3	Trevor Nation	JPS Norton Racing	Hinckley	588 Norton
6	John Reynolds	Kawasaki UK	Nuthall	750 Kawasaki
7	Dean Ashton	Baxi Heating	Hull	750 Yamaha
8	Rob McElnea	Team Loctite Yamaha	Scotterthorpe	750 Yamaha
9	Mark Farmer	Harris Performance/Smith & Aldridge	Crawley	750 Yamaha
10	Roger Burnett		Humberston	750 Honda
12	Nigel Nottingham		Nantwich	750 Yamaha
14	Dave Redgate	Capp Walker Supplies	Orpington	750 Yamaha
15	Matt Llewellyn	Saber Office Furniture	Glenfield	750 Yamaha
16	John Burgess	R & B Electronics	Thornton Heath	750 Yamaha
17	Ray Stringer Rob Orme	Mobil 1 Team Coleman	Nuneaton	750 Yamaha
19	Mick Preston		Rugby	500 Yamaha
20	Ron Haslam	JPS Norton Racing	Smalley	588 Norton
23	Tom Knight	The Bike Shop (Faversham)	Faversham	750 Honda
24	Dave Seagrave	Team Spoilt Bratt	Attenborough	750 Suzuki
25	Mike Edwards	Tillstons Motorcycles	Wigan	750 Yamaha
27	Robin Dawson	Eurotek Office Furniture	Wittering	750 Suzuki
28	Simon Watson	Searings (1988) Ltd	Saffron Waldon	750 Yamaha
29	Richard Buck		Wymondham	750 Kawasaki
30	Colin Howard		Kings Lynn	750 Kawasaki
31	Peter Graves	Erith Building Supplies	Teddington	750 Honda
32	Richard Defago		Oxted	750 Honda
33	Tim Bourne	Team Green Kawasaki	Ashford	750 Kawasaki
34	Neil Dove		Surbiton	750 Yamaha
35	Alan Moreton		Nuneaton	750 Yamaha
36	Graham Ward		Batley	750 Kawasaki
40	Ian Green	Delta Despatch	Maldon	750 Honda
44	Barry Watts		Waterlooville	750 Honda
47	Paul Perrin	Ron Perrin Racing	Godalming	750 Suzuki
48	Anthony Woodcock	Clarke Industrial/Bromley Haulage	Tenterden	750 Yamaha
49	David Real	TMF Motors	Stanford-le-Hope	750 Honda
50	Lee Dyer	George White Superbikes	Swindon	750 Kawasaki
64	Andy Green	Delta Despatch	Marldon	750 Honda
69	James Whitham		Huddersfield	750 Suzuki
88	Alex Buckingham		Barnstaple	750 Yamaha

51 ANDY WARD
52 Rex Samson
53 STEVE WILLIAMS

RESULTS (Race 1)

1st 8 2nd 6 3rd 69 4th 15 5th 10 6th 25 7th 14 8th 31 9th 8 10th 16 11th 23 12th 66
Winner's Time 18.8.2 Speed 96.80 mph Fastest Lap: No 8 Time 1.11.6 Speed 98.15 mph

RESULTS (Race 8)

1st 8 2nd 69 3rd 20 4th 6 5th 6th 7th 8th 9th 10th 11th 12th
Winner's Time Speed mph Fastest Lap: No Time Speed mph

FACT FILE

Organised by: MRPC.

Specification: 701-750cc four-stroke four-cylinder machines or 751-1000cc four-stroke twin cylinders (including the rotary Norton) complying with FIM regulations.

Awards: At each round in each leg, prize money will be awarded to the first 15 finishers on the scale £600, £400, £300, £200, £180, £160, £140, £120, £100, £80, £70, £60, £40, £30, £20. The winner of each leg will also receive a trophy. The overall MCN TT Superbike Champion will receive an additional £10,000 and the *Motor Cycle News* Trophy.

Points system: Points will be awarded to the first 15 finishers on the scale 20-17-15-13-11-10-9-8-7-6-5-4-3-2-1. Competitors may count their best 14 scores.

Qualifying rounds: June 23, Thruxton (cancelled); July 14, Snetterton; July 21, Mallory Park; August 3/4, Donington Park; August 26, Cadwell Park; September 21, Oulton Park; September 28/29, Donington; October 13, Knockhill.

RACE 2 12 LAPS

250cc GP

Grid positions will be determined by timed practice

No	Rider	Entrant	Home Town	Machine
2	Alan Carter	Silkolene Honda	Brighthouse	250 Honda
5	Steve Sawford	St Neots Motorcycles	Tempsford	250 Yamaha
6	Gary Naylor	SS Engineering	Clayton-le-Woods	250 Aprilia
11	David Heal		Hailsham	250 Yamaha
12	Michael Otter		Rotherham	250 Yamaha
14	Conor Brennan	Roy Simmons Engineering	London	250 Yamaha
15	Mark Linton	Cranleigh Motorcycles	Guildford	250 Yamaha
16	Alan Jeffery	Nick Chawner	Melton Mowbray	250 Yamaha
17	Pete Knight	Scorpio Racing	Felixstowe	250 Yamaha
19	Nigel Bosworth		Stoke Golding	250 Yamaha
22	Alexander Berry		Halifax	250 Honda
23	Steve Reape		Wakefield	250 Yamaha
24	Mike Pomfret		Hough	250 Yamaha
26	Mark Walker		Chippenham	250 Yamaha
27	Iain Challinor	Price Racing	Gnosall	250 Yamaha
28	Graeme Mitchell		Preston	247 Yamaha
29	Lyndon Powell		Douglas	249 Yamaha
30	Tim Couzens	SM Mail Order	Luffenham	250 Yamaha
31	Chris Morley	Team Morley Honda	Littleton	249 Honda
32	Adrian Clarke	VHE Group	Langley Mill	250 Yamaha
34	Paul Brown	Brian Lee Motorcycles	Messingham	248 Yamaha
35	Paul Streets	Dymax	Bromley	250 Yamaha
37	Terry Sanders	Dave Bexon Racing	Market Rasen	250 Yamaha
39	Ian Harrison		Preston	247 Yamaha
43	Nigel Hansen	Puty Tat Racing/Kings Wells Body Builders	Banchory	250 Yamaha
46	Phil Armes	Slingshot Motorcycles	Norwich	250 Suzuki

47 K MITCHELL 250 APRILIA

48 D. WATSON 250 YAMAHA.

RESULTS

1st 19 2nd 2 3rd 5 4th 47 5th 16 6th 27 7th 28 8th 11 9th 32 10th 37 11th 30 12th 15
 Winner's Time 158.3 Speed 92.84 mph Fastest Lap: No 19 Time 1.14.7 Speed 94.07 mph



MOTORCYCLE RACE PROMOTERS COMMITTEE

The Motorcycle Race Promoters Committee (M.R.P.C.) was formed in November 1990 by Two Four Sports (representing Donington, Thruxton, Pembrey and Castle Combe), Brands Hatch Leisure plc (representing Brands Hatch, Cadwell Park, Oulton Park and Snetterton), and Mallory Park Motorsport Ltd, to co-ordinate the programme of international and national motorcycle meetings and championships in the UK.

For 1991, the MRPC are the co-ordinators of the Motory Cycle News TT Superbike Challenge, the Open Sidecar Championship and the Central Despatch (London) Formula 2 Sidecar Championship.

Details of the championships can be obtained from:

John Ward, Group Motorcycle Sport Manager, Brands Hatch Circuits, Fawkham, Dartford, Kent DA3 8NG. Tel: (0474) 872331.

MRPC OPEN SIDECAR CHAMPIONSHIP

Grid positions will be determined by timed practice

RACE 3
10 LAPS

No	Driver/Passenger	Sponsor	Home Town	Machine
4	Trevor Ireson/Terrie Salone		Swindon	750 TTR
5	Clive Stirrat/Tony Strevens		Worthing	500 LCR
6	Andy Gaunt/Pete Willis		Sawley	700 Yamaha
7	Michael Hesford/Layne Wilson		Exeter	600 Kawasaki
8	Barry Brindley/Scott Whiteside	Dennis Trollope Racing	Doncaster	500 Yamaha
9	Gary Knight/Malch Jackson		Macclesfield	499 Windle
10	Geoff Gregg/Lynn Gregg		Rutland	1127 Suzuki
11	Trevor Robinson/Richard Graham		Chorley	1100 Suzuki
12	Ian Simons/Allan Statt		Consett	TBA
14	Stuart Hall/Lee Eastell		Norwich	500 LCR
15	David Hoskin/Stephen English	Gore Racing	London	1186 Suzuki
16	Mark Halliday/Simon Clare		Breaston	600 Yamaha
17	Kevin Webster/Guy Lowe		York	500 Krauser
18	David Hurrell/David James		Wisbech	1100 Suzuki
19	Garry Dickinson/TBA		Belton	700 Yamaha
20	Russ Pearce/Rod Pearce		Burnley	1100 Suzuki
21	Phillip Croft/TBA		Royston	700 Yamaha
22	Geoff Thomas/Ian Gaunt		Shrewsbury	500 LCR
23	Mick Boddice/Dave Wells	Brain Bardsley	Kidderminster	700 Yamaha
24	Mick Thompson/Steve Peacock		Honeydon	700 Yamaha
25	David Lee/Richard Lee		Enfield	500 Windle
26	Colin Nicholson/Eddie Mills		Slough	700 Yamaha
27	Eddy Wright/Andy Hetherington	Eddy's Motorcycles	Saxton	500 Krauser
28	Roger McCall/David Jones		Wantage	750 Yamaha
29	Tim Rope/Dave Kavanagh		Kingsclere	1100 Suzuki
31	Alan Shand/Neil Miller		Banchory	600 Honda
32	Darren Elliott/Russell Mason		Leicester	1100 Kawasaki
33	Mike Cookson/Chris Hibberd		Welshpool	700 Yamaha
34	John Morrissey/Karl Firmin		Hornchurch	500 Krauser
35	Derek Brindley/Nick Roche		Bawtry	500 Padgett

RESULTS

1st 8 2nd 3 3rd 2 4th 27 5th 15 6th 32 7th 35 8th 5 9th 24 10th 11 11th 29 12th 17
 Winner's Time 12.45.2 Speed 91.83 mph Fastest Lap: No 3 Time 1.14.3 Speed 94.58 mph
NEW LAP RECORD

FACT FILES

THE MRPC OPEN SIDECAR CHAMPIONSHIP

Organised by: MRPC.

Specification: Sidecars with engines 401-1300cc, 4 cylinders maximum, 6 gears maximum, minimum weight 180kg.

Awards: At each round, prize money will be awarded to the first ten finishers on the scale: 400, 300, 200, 150, 125, 100, 80, 70, 50, 25.

Points system: Points will be awarded to the first 15 finishers in each round on the basis 20-17-15-13-11-10-9-8-7-6-5-4-3-2-1. All rounds to count.

Qualifying rounds: May 5, Mallory Park; May 6, Brands Hatch; June 23, Thruxton (cancelled); July 14, Snetterton; September 22, Cadwell Park; September 28/29, Donington Park; October 19/20, Brands Hatch.

Leaders' points after 2 rounds (round 3 cancelled):

1 Cookson/Hibberd	29	4 Wright/Hetherington	17
2 D. Brindley/Roche	20	Boddice/Wells	17
3 Rope/Kavanagh	19	Gaunt/Willis	17
		Butler/Pointer	17

CENTRAL DESPATCH (LONDON) F11 SIDECAR CHAMPIONSHIP

Organised by: MRPC.

Specification: 301-350cc two-stroke two-cylinder and 401-600cc four-stroke four-cylinder sidecars.

Awards: Per round: £250, £160, £120, £80, £70, £50, £40, £30 to the first 8 crews.

Points system: Points will be awarded to the first 15 finishers on the scale 20-17-15-13-11-10-9-8-7-6-5-4-3-2-1. All rounds will count.

Qualifying rounds: April 14, Pembrey; April 20, Castle Combe; April 21, Thruxton; July 14, Snetterton; August 26, Cadwell Park; September 21, Oulton Park; September 22, Cadwell Park; October 19/20, Brands Hatch.

Leaders' points after 3 rounds:

1 J. Brindley/Jones	57	4 D. Haith/Loundes	35
2 Smith/Horne	42	5 M. Haith/Barlow	30
3 Williams/Crawford	36	6 Nelson/Camp	26

RACE 4 10 LAPS

125cc

Grid positions will be determined by timed practice

No	Rider	Entrant	Home Town	Machine
2	Rob Orme	Mobil 1 Team Coleman	Hallam	125 Honda
7	George Bedford	Team Edwards Racing	Burton-on-Trent	125 Honda
8	Richard Steadman		Ossett	125 Honda
9	Steve Thompson	John Davies Racing	Ashby-de-la-Zouch	125 Honda
10	Graham Unwin		Amersham	125 Honda
11	Pete Bellingham	Silver Machine	Willenhall	125 Honda
12	Antony Hodson		Saxilby	125 Honda
14	James Haydon		Amersham	125 Honda
15	Richard Connell	Team Morley Honda	Norwich	124 Honda
16	Mark Taylor		Eynsham	125 Honda
17	Ian Emberton	Hazlewood Design & Contract	Leeds	124 Honda
18	Martin Cox		Kings Lynn	125 Honda
19	Pete Jennings	Knotts Motorcycles	Evesham	125 Honda
21	John Barton		Rochester	125 Honda
22	Terry Wales		Witcham	124 Honda
23	Stuart Jones		Leeds	125 Honda
24	Mike Pomfret		Hough	125 EMC
25	Neil Hodgson	John Davies Racing	Burnley	125 Honda
26	Kevin Fawsitt		Dagenham	125 Honda
27	Chris Parrish		Epworth	125 Honda
28	Darren Martin		Goscote	125 Honda
29	Julian Perry	S S Engineering	Hinckley	125 Honda
30	Shaun Hawkes		Nuneaton	125 Honda
31	Dennis Batchelor		Immingham	125 Honda
32	Shaun Brown		Laughterton	125 Honda
33	Colin Belcher		Catherham	125 Honda
35	Paul Streets		Bromley	125 Dymax
36	Patrick Corrigan		Preston	125 Honda
37	Tim Palmer	Chris Brendish	St. Albans	125 Honda
38	Dean Hobson	S S Engineering	Barnsley	125 Honda
39	Barry Stanley	Mayfield Landscapes	Moirs	125 Honda
40	Paul Kirkby	RAF MSA	Kings Lynn	125 Honda
41	Stuart Nicholls	John Panton Hire & Drive	Boston	125 Honda
42	Michael Wilcox	Lockside Engineering	Castleford	125 Honda
43	Martin Johnson	Johnson Vision	Whitley Bay	125 Honda
44	Chris Moffitt		Manchester	125 Honda
45	Steven Hands		Portsmouth	125 Honda
46	Phil Armes		Norwich	125 Honda
47	Graham Harknett		Cheshunt	125 Dymax
50	John Atkins	Raceways Motorcycles/Team Hayes Suzuki	Cleleys	125 Honda
51	Jimmy Brown		Biddulph	125 Honda
52	Mark Coates		Newtownabbey	125 Honda
88	Martin Pollard		Guiseley	125 Honda

RESULTS

1st 7 2nd 2 3rd 9 4th 50 5th 39 6th 51 7th 18 8th 7 9th 25 10th 17 11th 47 12th 46
 Winner's Time 13.268 Speed 87.12 mph Fastest Lap: No 4 Time 1.195 Speed 88.39 mph

SNETTERTON RESTAURANT AND BAR OPENING TIMES

TYRRELLS

Breakfast	8.00 am—1½ hour before last race finishes
Lunch	11.00 am—1½ hour before last race finishes
Kiosk	Open all day for soft drinks, sandwiches, films, etc

CLUBHOUSE BAR

Saturday	11.00 am—11.00 pm
Sunday	11.00 am—8.00 pm

RACE OF ACES

Grid positions will be determined by timed practice

RACE 5 15 LAPS

No	Rider	Entrant	Home Town	cc/Machine
3	Trevor Nation	JPS Norton Racing	Hinckley	588 Norton
6	John Reynolds	Kawasaki UK	Nuthall	750 Kawasaki
7	Dean Ashton	Baxi Heating	Hull	750 Yamaha
8	Rob McElnea	Team Loctite Yamaha	Scotterthorpe	750 Yamaha
9	Mark Farmer	Harris Performance/Smith & Aldridge	Crawley	750 Yamaha
10	Roger Burnett		Humberston	750 Honda
11	Chris Perrin	Slipstream Tuning	Carshalton	1040 Yamaha
12	Nigel Nottingham		Nantwich	750 Yamaha
14	Dave Redgate	Capp Walker Supplies	Orpington	750 Yamaha
15	Matt Llewellyn	Saber Office Furniture	Glenfield	750 Yamaha
16	John Burgess	R & B Electronics	Thornton Heath	750 Yamaha
18	Jim Penny		Littlehampton	1188 Suzuki
19	Mick Preston		Rugby	500 Honda
20	Ron Haslam	JPS Norton Racing	Smalley	588 Norton
21	Spencer Lynn		Bramhall	600 Honda
22	Alexander Berry		Halifax	250 Honda
23	Tom Knight	The Bike Shop, Faversham	Faversham	748 Honda
24	Dave Seagrave	Team Spoilt Bratt	Attenborough	750 Suzuki
25	Jonathan Power		Norwich	1166 Suzuki
27	Robin Dawson	Eurotek Office Furniture	Wittering	750 Suzuki
28	Simon Watson	Searings (1988) Ltd	Saffron Waldon	750 Yamaha
29	Richard Buck		Wymondham	750 Kawasaki
30	Kurt Meerveld		Guernsey	600 Yamaha
31	Peter Graves	Erith Building Supplies	Teddington	749 Honda
32	Richard Defago		Oxted	750 Honda
33	Tim Bourne	Team Green Kawasaki	Ashford	750 Kawasaki
35	Paul Streets	Dymax	Bromley	250 Yamaha
36	Graham Ward		Batley	750 Kawasaki
37	Terry Sanders	Dave Bexon Racing	Market Rasen	250 Yamaha
38	Geoffrey Baldock	A & J Transport	Louth	598 Honda
39	Ian Harrison		Preston	250 Yamaha
43	Nigel Hansen	Puty Tat Racing/Kings Wells Body Builders	Banchory	250 Yamaha
44	Barry Watts		Waterloooville	750 Honda
45	Graham Burgess	R & B Electronics	West Croydon	500 Suzuki
46	Andrew Murphy	York Suzuki Centre	Shipton	600 Yamaha
47	Paul Perrin	Ron Perrin Racing	Godalming	750 Suzuki
48	Anthony Woodcock	Clarke Industrial/Bromley Haulage	Tenterden	750 Yamaha
49	David Real	TMF Motors	Stanford-le-Hope	750 Honda
50	Lee Dyer	George White Superbikes	Swindon	750 Kawasaki
64	Andy Green	Delta Despatch	Maldon	750 Honda
69	James Whitham		Huddersfield	750 Suzuki
88	Alex Buckingham		Barnstaple	750 Yamaha

34 N DUFF
51 A. WARD
53 S. WILLIAMS
54 M. DAVISON
2. A. CARTER

17. R. ORME
55. S. RUM
56 M. EDWARDS

6 LAPS. STOPPED.
+ 9 LAPS

RESULTS

1st 19 2nd 20 3rd 10 4th 56 5th 14 6th 16 7th 88 8th 31 9th 48 10th 17 11th 23 12th 32
Winner's Time 18.19.18 Speed 95.90 mph Fastest Lap: No 20 Time 1.12.2 Speed 97.83 mph

FORTHCOMING EVENTS

20TH JULY

SUPERKART RACES

- GROUND HUGGING MACHINES
- WHEEL TO WHEEL ACTION
- CAPACITY GRIDS

ADULTS £4 ■ CHILDREN FREE
PADDOCK FREE ■ STANDS FREE

28TH JULY

CHAMPIONSHIP CAR RACES

- FF1600, SPORTS 2000
- MGs, ALFAS
- SPORTS & SALOONS

ADULTS £6 ■ CHILDREN FREE
PADDOCK FREE ■ STANDS FREE

3RD/4TH AUGUST

BRITISH FORMULA 3000 CHAMPIONSHIP

- BRITAIN'S PREMIER SINGLE-SEATERS
- WHO CAN BEAT WARWICK?
- TOP CLASS SUPPORTS

ADULTS £4 (SAT), £8 (SUN) ■ CHILDREN FREE
PADDOCK FREE (SAT), £2 (SUN) ■
STANDS FREE (SAT), £2 (SUN)

SNETTERTON

RACE 6 10 LAPS

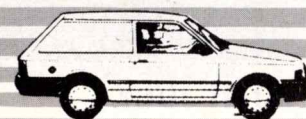
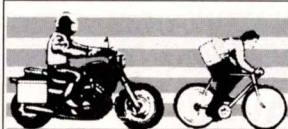
CENTRAL DESPATCH (LONDON) F2 SIDECAR CHAMPIONSHIP

Grid positions will be determined by timed practice

No	Driver/Passenger	Sponsor	Home Town	Machine
2	John Brindley/Chris Jones	Sabre Racing	Doncaster	348 Yamaha
3	Richard Nelson/Mark Camp	Two The Limet Racing	Yeaveley	350 TLR
4	Mike Hamblin/Eddie Kiff	Dennis Trollope	Lincoln	350 Yamaha
5	Craig Hallam/Michael Wynn	Premier Display Ltd	Newbold Verdon	350 Yamaha
6	Adrian Williams/David Crawford		Kingswood	347 Yamaha
7	Michael Hesford/Layne Wilson		Exeter	600 Kawasaki
8	Peter Krukowski/Chris McGahan		Hookwood	350 Windle
9	Gary Smith/Dave Horne	Smake Motors	Coulsdon	349 Yamaha
10	Howard Baker/Andrew Owen	Team Agency Cover	Lincoln	347 Yamaha
11	Ian Wilford/Alistair Goodwin		Wilmington	350 Yamaha
12	Martin Clark/Terrie Salone	Clarks of Garforth	Garforth	350 Shellbourn
14	Keith Galtress/Neil Shelton	Demon Tweaks	Buckley	347 Yamaha
15	David Wallis/Tim Kirkham		Beeston	350 Yamaha
16	Mark Halliday/Simon Clare		Breaston	600 Yamaha
17	Andre Witherington/John Jackson		Retford	350 Yamaha
18	Martin Whittington/Christian Hefti	Skelton (Donald)	Doncaster	347 Yamaha
19	Gary Horspole/TBA		Sleaford	350 Yamaha
20	Neil Smith/Steve Mace		Wakefield	350 Yamaha
21	Gordon Morrison/Mark Corsor		Huntly	600 Yamaha
22	Mick Haith/Nigel Barlow	Haith Tickhill Group	Tickhill	350 Yamaha
23	Mick Boddice/Dave Wells	Brian Bardsley	Kidderminster	600 Honda
24	Stephen Noble/Michael Parker		Newark	350 Yamaha
31	Alan Shand/Neil Miller	Shirlaws Motorcycles	Banchory	600 Honda
76	Geoff Moeser/Shawn Pollard		Leigh-on-Sea	350 Yamaha

RESULTS

1st 23 2nd 2 3rd 17 4th 22 5th 4 6th 32 7th 8 8th 10 9th 19 10th 7 11th 31 12th —
 Winner's Time 13.55.3 Speed 84.13 mph Fastest Lap: No 2723 Time 1.21.9 Speed 85.80 mph



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MCN SUPERTEEN CHAMPIONSHIP

RACE 7 10 LAPS

No	Rider	Entrant	Home Town	Machine
1	Mark Snell		Corringham	250 Suzuki
2	Gary Broughton		Norwich	250 Kawasaki
3	John McGuinness		Morecambe	250 Kawasaki
5	Jason Vincent	Shell Suzuki Scholarship	Earl Shilton	250 Suzuki
6	David James		Godalming	250 Kawasaki
7	Adam Nowell		Clapham	250 Suzuki
8	Darren Mitchell	Colin Sanderson	Elland	249 Suzuki
9	Callum Ramsay	Moss Motorcycles	Perth	250 Suzuki
10	Mark Minns		Abingdon	250 Kawasaki
12	Andy Jackson	Bob Jackson Motorcycles	Old Hutton	250 Kawasaki
13	Douglas Cowie	Shirlaws Racing	Scotland	250 Suzuki
14	James Haydon		Amersham	250 Suzuki
15	Mark Newland		Royston	250 Kawasaki
17	David Jefferies	Allan Jefferies Motorcycles	Shipley	250 Suzuki
19	Paul Lausch		Wanstead	250 Suzuki
*20	Kevin Wholey		Clifton Village	250 Kawasaki
*21	Richard Goodwin		Clapton	250 Kawasaki
*22	Ronald Wheeldon		Blackshaw Moor	250 Kawasaki
23	Stephen Marlow		Peterborough	250 Kawasaki
*24	Aaron Phillips		Old Woking	250 Frontiers
25	Michael Pateman		Bourne	250 Suzuki
26	Michael Rutter	Merrydown Racing	Brierley Hill	250 Suzuki
*27	John Hardman		Retford	250 Kawasaki
*28	Stuart Rider		Braintree	250 Kawasaki
29	Richard Grinling		Fleckney	250 Suzuki
*30	Neil Hudson		St. Ives	250 Kawasaki
31	Peter Lawrenson		Chorley	250 Kawasaki
33	Simon Gates	Wheelpower Kawasaki	Stockbridge	250 Kawasaki
34	Robin Howdle		Chesterfield	250 Kawasaki
35	Mark George		Burnham	250 Kawasaki
37	Kirk Harris		Gillingham	250 Kawasaki
38	John Senior	Frettons, Coventry	Crowie	250 Suzuki
*39	John Pearson		Cottingham	250 Suzuki
44	Chris Moffitt		Manchester	250 Suzuki
50	John Atkins	Raceways Motorcycles/Team Hayes Suzuki	Cleveleys	250 Suzuki
*62	Jonathan Ellam		Blisworth	250 Suzuki
*69	Robert Frost		Lincoln	250 Suzuki
*73	Simon Marsh		Battle	250 Suzuki
77	Michael Grey		Lytham	250 Kawasaki
99	Wayne Hiatt		Yate	250 Kawasaki

*These riders qualify for the Superteen Novice Award

RESULTS

1st 1 2nd 5 3rd 26 4th 17 5th 38 6th 9 7th 13 8th 33 9th 3 10th 22 11th 44 12th 29
 Winner's Time 13.35.1 Speed 86.21 mph Fastest Lap: No 5 Time 1.20.3 Speed 87.51 mph



MOTOR CYCLE NEWS SUPERTEEN CHAMPIONSHIP

The Motorcycle Race Promoters Committee is supporting the *Motor Cycle News* Superteen Series — the exciting new championship to find the next British Grand Prix rider.

Running in conjunction with the *Motor Cycle News* TT Superbike Challenge, the Superteen series is for teenagers (who must not be 20 years old before April 1, 1991) holding ACU novice or restricted licences on Supersports 400 specification machines.

There is over £15,000 in prize fund and lots of end-of-season incentives for the eventual champion.

Rounds are: June 23, Thruxton; July 14, Snetterton; July 21, Mallory Park; August 4/5, Donington*; August 26, Cadwell; September 21, Oulton Park; September 28/29, Donington; October 13, Knockhill; October 20, Brands Hatch.

* Provisional demonstration type race.

RACE 9 10 LAPS

SUPERSPORT 600cc

Grid positions will be determined by timed practice

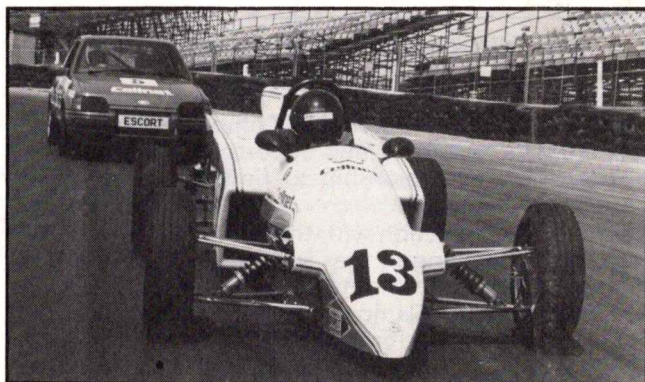
No	Rider	Entrant	Home Town	Machine
2	Steve Ives	Motorcycle Centre	Stockport	600 Yamaha
6	Phil Borley	Julian Soper Motorcycles	Southend-on-Sea	600 Yamaha
7	Dean Ashton	Baxi Heating	Hull	600 Yamaha
8	Steve Tomes	Regent Developments	Belper	600 Honda
9	Mark Farmer	Harris Performance/Smith & Aldridge	Crawley	600 Yamaha
10	Howard Whitby	S S Engineering	Wakefield	600 Yamaha
11	Chris Perrin	Slipstream Tuning	Carshalton	600 Yamaha
12	Chris White		Shardlow	600 Honda
14	Dave Redgate	Capp Walker Supplies	Orpington	600 Yamaha
15	Adrian Squirrel		Framlingham	600 Honda
16	Brendan Smith	Mi-Hil	Wymondham	600 Yamaha
17	David Jefferies	Allan Jefferies Motorcycles	Shipleigh	600 Honda
18	Wade Martin		Basingstoke	600 Yamaha
19	Steven Marks		Godalming	600 Yamaha
20	Simon Sawford		Rawmarsh	600 Yamaha
21	Spencer Lynn		Stockport	600 Honda
22	Ian Scott	Bob Jackson	Kendal	600 Honda
23	Andrew Pallot	Bowers Motorcycles	Bury-St-Edmunds	600 Yamaha
24	Robin Hill		Caton	600 Yamaha
25	Roger Milne	Veco Automotive	Boroughbridge	600 Yamaha
26	Iain Brock		Thornton Heath	600 Yamaha
27	Sean Emmett	Fast Bikes Magazine	Camberley	600 Yamaha
28	Philip Grantham		Northfleet	600 Yamaha
29	Greg Dreyer	Devimead Motorcycles	Stoke Dolding	600 Yamaha
30	Kurt Meerveld		Guernsey	600 Yamaha
32	Alan Batson		Aylesbury	600 Yamaha
33	James McCallister	Bikestudio Honda	Byfleet	600 Honda
34	Robert Simm		Stanley	600 Kawasaki
35	Matt Llewellyn	Saber Office Furniture Ltd	Glenfield	600 Honda
37	John Senior	Frettons, Coventry	Crowle	600 Honda
38	Geoffrey Baldock	A & J Transport	Louth	600 Honda
42	Andrew Murphy	York Suzuki Centre	Shipton	600 Yamaha
43	Tom Knight		Faversham	600 Yamaha
44	Ray Wood	Radioactive	Langdon Hills	600 Yamaha

50 M. DAVISON
52 A. JACOBSON

RESULTS

1st 2nd 3rd 4th 5th 6th 7th 8th 9th 10th 11th 12th
 Winner's Time Speed mph Fastest Lap: No Time Speed mph

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Name (Mr/Mrs/Miss)

Address

Post Code

CLASSIC

Grid positions will be as nominated by series co-ordinator

RACE 10 10 LAPS

No	Rider	Entrant	Home Town	cc/Machine
3	Dennis Batchelor		Immingham	250 Yamaha
4	Leslie Trotter		Barrow-in-Furness	247 Suzuki
5	Alan Taylor		Tranent	250 Suzuki
6	Chris Lenton		Sheffield	246 Yamaha
7	David Smith		Poole	249 Yamaha
8	David Kershaw	Donington Pit-Stop Catering	Donington	246 Yamaha
20	James Porter		Orpington	349 Aermacchi
21	Graham Godward		Royston	344 Aermacchi
22	Ian Lee		Bourne End	350 Aermacchi
23	Anthony Myers		Hull	349 Myers AJS
24	Philip Woodall		Knottingley	344 Aermacchi
25	Malcolm Clark		Betchworth	350 Ducati
40	David Woolsey	Merv Hackett	Colchester	496 Seeley
41	Richard Cutts		Sible Hedingham	496 Seeley
42	Bernie Wright		Leeds	498 Metisse
43	Vernon Glashier		Bishops Stortford	496 Matchless
44	Chris Turner		Sevenoaks	500 Matchless
45	John Cronshaw		Rossendale	499 Unity BSA
46	Stephen Walls		Coseley	500 Weslake
47	Andrew Horner		Selby	494 Seeley
48	Bob Heath		Walsall	499 Seeley
49	Keith Swiers		Ebberston	500 Seeley
50	Mike Dowkes		Scarborough	500 Seeley
51	John Loder		Kings Heath	500 Seeley
52	Brian Alexander		Balerno	500 Seeley
53	Peter Chambers		Selby	498 Triumph

RESULTS

1st 2nd 3rd 4th 5th 6th 7th 8th 9th 10th 11th 12th
 Winner's Time Speed mph Fastest Lap: No Time Speed mph

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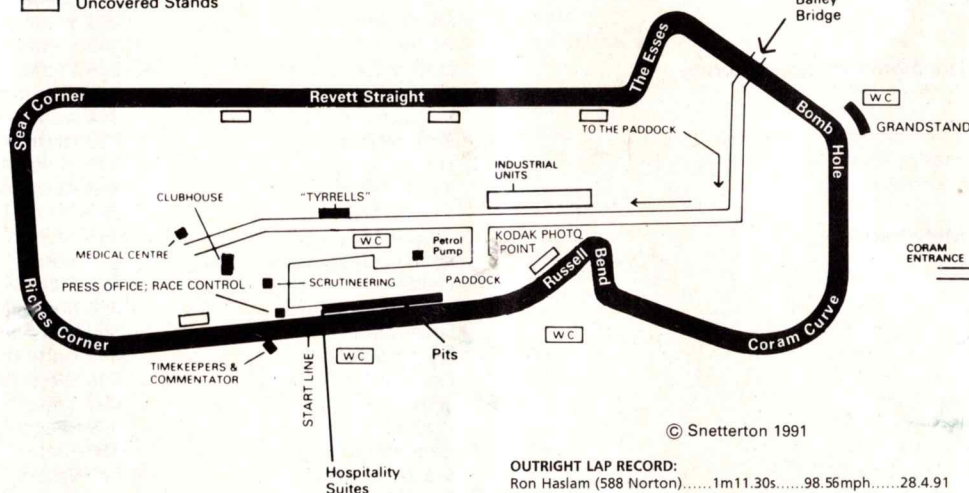
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Snetterton Circuit

Circuit Length: 1.952 miles (3.141 kms)

■ Covered Stand
□ Uncovered Stands



OUTRIGHT LAP RECORD:
Ron Haslam (588 Norton).....1m11.30s.....98.56mph.....28.4.91

Spectator Notices

Please do not leave litter about the grounds — take it with you. Remember to drive with care and caution when leaving the grounds. To safeguard both competitors and public — animals are not admitted. This is most important.

Prohibited Area Notice: The public are not permitted in the areas where these notices are displayed. The fences are there for protection, and any persons found trespassing, or wilfully damaging trees, fences, etc., will be prosecuted by Brands Hatch Limited.

The promoters reserve the right without notice to make any alteration in the race programme.

Enquiry Office

All enquiries relating to property lost or found, children lost or found wandering, theft from cars or other signs of tampering, emergency messages for spectators and any other serious problems relating to persons or property should be directed to the Snetterton circuit office.

British Telecom Telephones are situated in the paddock.

Lap Speed Table

1 Lap = 1.952 miles

Time ms	Speed mph	Time ms	Speed mph	Time ms	Speed mph	Time ms	Speed mph	Time ms	Speed mph	Time ms	Speed mph	Time ms	Speed mph
0:57.0	123.28	1:03.4	110.84	1:09.8	100.68	1:16.2	92.22	1:22.6	85.08	1:29.0	78.96	1:35.4	73.66
0:57.2	122.85	1:03.6	110.49	1:10.0	100.39	1:16.4	91.98	1:22.8	84.87	1:29.2	78.78	1:35.6	73.51
0:57.4	122.43	1:03.8	110.14	1:10.2	100.10	1:16.6	91.74	1:23.0	84.67	1:29.4	78.60	1:35.8	73.35
0:57.6	122.00	1:04.0	109.80	1:10.4	99.82	1:16.8	91.50	1:23.2	84.46	1:29.6	78.43	1:36.0	73.20
0:57.8	121.58	1:04.2	109.46	1:10.6	99.54	1:17.0	91.26	1:23.4	84.26	1:29.8	78.25	1:36.2	73.05
0:58.0	121.16	1:04.4	109.12	1:10.8	99.25	1:17.2	91.03	1:23.6	84.06	1:30.0	78.08	1:36.4	72.90
0:58.2	120.74	1:04.6	108.78	1:11.0	98.97	1:17.4	90.79	1:23.8	83.86	1:30.2	77.91	1:36.6	72.75
0:58.4	120.33	1:04.8	108.44	1:11.2	98.70	1:17.6	90.56	1:24.0	83.66	1:30.4	77.73	1:36.8	72.60
0:58.6	119.92	1:05.0	108.11	1:11.4	98.42	1:17.8	90.32	1:24.2	83.46	1:30.6	77.56	1:37.0	72.45
0:58.8	119.51	1:05.2	107.78	1:11.6	98.15	1:18.0	90.09	1:24.4	83.26	1:30.8	77.39	1:37.2	72.30
0:59.0	119.11	1:05.4	107.45	1:11.8	97.87	1:18.2	89.86	1:24.6	83.06	1:31.0	77.22	1:37.4	72.15
0:59.2	118.70	1:05.6	107.12	1:12.0	97.60	1:18.4	89.63	1:24.8	82.87	1:31.2	77.05	1:37.6	72.00
0:59.4	118.30	1:05.8	106.80	1:12.2	97.33	1:18.6	89.40	1:25.0	82.67	1:31.4	76.88	1:37.8	71.85
0:59.6	117.91	1:06.0	106.47	1:12.4	97.06	1:18.8	89.18	1:25.2	82.48	1:31.6	76.72	1:38.0	71.71
0:59.8	117.51	1:06.2	106.15	1:12.6	96.79	1:19.0	88.95	1:25.4	82.29	1:31.8	76.55	1:38.2	71.56
1:00.0	117.12	1:06.4	105.83	1:12.8	96.53	1:19.2	88.73	1:25.6	82.09	1:32.0	76.38	1:38.4	71.41
1:00.2	116.73	1:06.6	105.51	1:13.0	96.26	1:19.4	88.50	1:25.8	81.90	1:32.2	76.22	1:38.6	71.27
1:00.4	116.34	1:06.8	105.20	1:13.2	96.00	1:19.6	88.28	1:26.0	81.71	1:32.4	76.05	1:38.8	71.13
1:00.6	115.96	1:07.0	104.88	1:13.4	95.74	1:19.8	88.06	1:26.2	81.52	1:32.6	75.89	1:39.0	70.98
1:00.8	115.58	1:07.2	104.57	1:13.6	95.48	1:20.0	87.84	1:26.4	81.33	1:32.8	75.72	1:39.2	70.84
1:01.0	115.20	1:07.4	104.26	1:13.8	95.22	1:20.2	87.62	1:26.6	81.15	1:33.0	75.56	1:39.4	70.70
1:01.2	114.82	1:07.6	103.95	1:14.0	94.96	1:20.4	87.40	1:26.8	80.96	1:33.2	75.40	1:39.6	70.55
1:01.4	114.45	1:07.8	103.65	1:14.2	94.71	1:20.6	87.19	1:27.0	80.77	1:33.4	75.24	1:39.8	70.41
1:01.6	114.08	1:08.0	103.34	1:14.4	94.45	1:20.8	86.97	1:27.2	80.59	1:33.6	75.08	1:40.0	70.27
1:01.8	113.71	1:08.2	103.04	1:14.6	94.20	1:21.0	86.76	1:27.4	80.40	1:33.8	74.92		
1:02.0	113.34	1:08.4	102.74	1:14.8	93.95	1:21.2	86.54	1:27.6	80.22	1:34.0	74.76		
1:02.2	112.98	1:08.6	102.44	1:15.0	93.70	1:21.4	86.33	1:27.8	80.04	1:34.2	74.60		
1:02.4	112.62	1:08.8	102.14	1:15.2	93.45	1:21.6	86.12	1:28.0	79.85	1:34.4	74.44		
1:02.6	112.26	1:09.0	101.84	1:15.4	93.20	1:21.8	85.91	1:28.2	79.67	1:34.6	74.28		
1:02.8	111.90	1:09.2	101.55	1:15.6	92.95	1:22.0	85.70	1:28.4	79.49	1:34.8	74.13		
1:03.0	111.54	1:09.4	101.26	1:15.8	92.71	1:22.2	85.49	1:28.6	79.31	1:35.0	73.97		
1:03.2	111.19	1:09.6	100.97	1:16.0	92.46	1:22.4	85.28	1:28.8	79.14	1:35.2	73.82		

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Clare Bromley

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Fawkham, Dartford

Kent

FLAG SIGNALS

Red: When shown at marshals' points around the circuit all riders must immediately cease racing and return with extreme caution to the Start/Finish line.

Yellow (motionless): Great danger in section of track ahead, slow down, proceed with caution.

Yellow (waved): Danger in section of track ahead: take care, no overtaking, maintain positions until clear of section displaying yellow flag.

Green: Course clear. Used on marshals' posts to indicate their position to riders on first lap of all practice sessions. Also shown immediately after the post where a yellow flag has been shown to indicate circuit now clear ahead.

Black: Accompanied by rider's number on separate board. That rider to stop in pits next time round. Always shown at start/finish line on special instructions from Clerk of the Course.

Yellow with red stripes: Oil flag. Displayed when oil has been dropped on the circuit in that section, displayed until the hazard has been dealt with. Also denotes slippery surface ahead.

White: Ambulance or course car on circuit.

Blue: Overtaking signal. The blue flag informs the rider that he is going to be overtaken by one or more faster motorcycles.

Yellow with black cross: Denotes start of last lap.

Black/white chequered: Denotes finish of race, usually waved at the winner and held motionless until every other rider has passed.

NB: Races at all Brands Hatch Circuits are started using a system of red and green lights.

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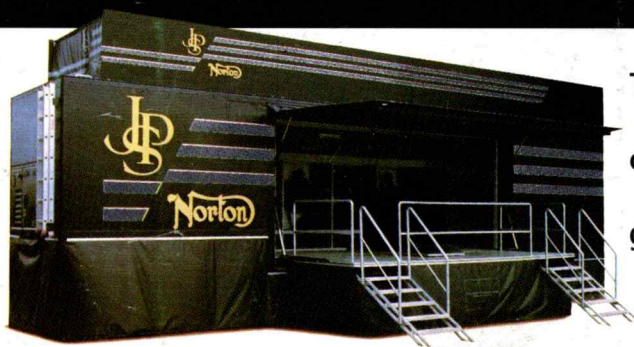


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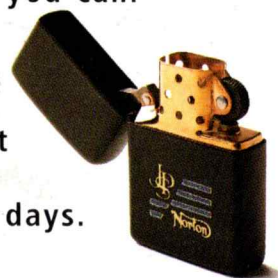
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