



Saturday/Sunday,  
29/30 August 1992

# "King of Donington" Raceday



 **Motor Cycle News** THE WORLD'S No. 1

## Superbike Challenge



*and the first British race for Pro Superbikes*

Organised by



Promoted by



Official Programme **£2**

For conditions of admission see inside



# COLOUR ME 'GREEN'

Out on the track, there's no mistaking John Reynolds and Brian Morrison. They are the ones in the 'mean green' colours, dicing at the front of the pack.

But don't get jealous. Get even.

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Photograph shows professional rider under racing conditions.



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# "King of Donington"

meeting featuring

**Motor Cycle News** THE WORLD'S No. 1 **Superbike**

## Challenge and International Pro Superbikes

This meeting is held under the Code of the Federation Internationale Motocycliste (FIM), the Sporting Code of the AutoCycle Union (ACU) and the Supplementary Regulations issued for the event. The races are organised by the Pathfinders and Derby Motor Club Limited.

The races, International, National and Extra National status, are held under permits:  
ACU 0064, IMN 07/39, PCL 006

### Saturday/Sunday, August 29/30, 1992

#### Timetable

##### SATURDAY, AUGUST 29 - TIMED PRACTICE

09.10-09.40	Pro Superbikes - first session
09.50-10.10	MRPC Supersports 400
10.20-10.40	IHRO - first session
10.50-11.10	Motor Cycle News Superbikes - first session
11.20-11.40	Sound of Singles ( <i>not for grid positions</i> )
12.45-13.15	MRPC 125cc
13.25-13.45	MRPC Open Sidecars
13.55-14.25	Pro Superbikes - second session
14.35-15.05	MRPC 250cc
15.15-15.35	Motor Cycle News Superteens
15.45-16.05	Motor Cycle News Superbikes - second session
16.15-16.35	IHRO - second session
16.45-17.05	MRPC Supersports 600
17.15-17.35	Norman Hyde/Morris Oils ( <i>not for grid positions</i> )

##### SUNDAY, AUGUST 30

09.20-09.40	Pro Superbikes/MCN Superbikes untimed warm-up
10.00	RACE 1 NORMAN HYDE/MORRIS OILS CHAMPIONSHIP - 10 laps
10.30	RACE 2 MRPC SUPERSPORTS 400 CHAMPIONSHIP - 10 laps
11.00	RACE 3 MRPC 125cc CHAMPIONSHIP - 10 laps
11.30	RACE 4 PRO SUPERBIKES - FIRST LEG - 15 laps
13.00	RACE 5 HTH SOUND OF SINGLES - 10 laps
13.30	RACE 6 MRPC OPEN SIDECAR CHAMPIONSHIP - 10 laps
14.00	RACE 7 MOTOR CYCLE NEWS SUPERBIKE CHALLENGE - "KING OF DONINGTON" - 15 laps
14.40	RACE 8 MRPC 250cc CHAMPIONSHIP - 12 laps
15.10	RACE 9 PRO SUPERBIKES - SECOND LEG - 15 laps
15.50	RACE 10 INTERNATIONAL HISTORIC RACING ORGANISATION RACE - "BRITISH HISTORIC GRAND PRIZE" - 15 laps
16.30	RACE 11 MOTOR CYCLE NEWS SUPERTEEN CHAMPIONSHIP - 10 laps
17.00	RACE 12 MOTOR CYCLE NEWS SUPERBIKE CHALLENGE - "KING OF DONINGTON" - 15 laps
17.40	RACE 13 MRPC SUPERSPORTS 600 CHAMPIONSHIP - 10 laps

Next Motorcycle race meeting here -  
Saturday/Sunday, October 24/25  
**DAY OF CHAMPIONS**



Promoters: Two Four Sports Ltd., Donington Park, Castle Donington, Derby DE7 2RP.  
Tel: 0332 810048 Fax: 0332 850422 Telex: 377793  
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Circuit Medical Officer: Mr. L. N. Jarrett, F.R.C.S.

This programme is edited by Dave Fern, published by Two Four Sports Ltd, printed by Impress (Leicester) Ltd. and photoset by Studio Photoset, Leicester. Pictures supplied by Moto Motion, Clive Challinor, Alan Cathcart and Steve Chubb.

#### Officials of the Meeting

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##### DEPUTY CLERK OF THE COURSE:

J. Fowell (National only)

##### ASSISTANT TO THE CLERK OF THE COURSE:

J. Fowell (International only)

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# Important Notices

## ANIMALS

It is a condition of admission to the circuit and paddock/tracksides car parks that no animals are allowed. Any person found to be in breach of this condition will be deemed a trespasser and will be required to leave.

## CAR PARKING

Vehicles are taken into the car park on condition that the Organisers, Promoters and Circuit company shall not be liable for loss or damage to the vehicle, or to any part or accessory thereof, or to any animal or thing left in or about or with any vehicle, in whatever way or by whatever means such loss or damage may be caused. All car owners are asked to ensure that their vehicles are locked, windows closed and valuables stowed out of sight. In addition, some type of thief proof device should be fitted and used whenever the vehicle is left. Motor cycle owners should ensure that the steering lock is used, together with a heavy duty chain and close shackle padlock around the frame and wheel.

## 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 officials in the Shell Control Tower in the paddock. After a meeting, enquiries regarding lost property should be made to Two Four Sports on 0332 810048.

## FILMING

It is a condition of admission to these premises that photographs, video film, video film, sound, or any other visual recording or reproduction of the event or any parts of them for any (non-private) use including the recording/reproduction causing disturbance or heard in public, broadcasting, diffusing, selling, exchanging, lending, using for gain or other purposes, in whole or in part is strictly prohibited. Furthermore, Two Four Sports Ltd. reserves



the right to confiscate and retain possession of any photographs or films made in breach of this condition and without its express consent in writing.

## GENERAL 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. It is prohibited to sit on the roofs or any permanent or temporary buildings including all toilet blocks, hospitality suites, bars, etc. 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 therefrom.

## MEDICAL ASSISTANCE

If during a race meeting, you have to find medical assistance, please go to one of the many marshals posted around the circuit and say that you need a first aid attendant. If there is not one on the actual post, the marshal will contact Race Control for a St. John attendant to come to your assistance. The fully equipped medical centre is located in the paddock area, by the Shell Control Tower.

## POSTPONEMENT OF THE MEETING

The promoters reserve the right, without notice, to postpone or cancel all or any part of the meeting or make any alteration in the race programme.

## PROGRAMME COPYRIGHT

All literary matter in this programme, including the list of competitors and their racing numbers, is Copyright and any person found making illegal use thereof will be prosecuted. The Club accepts entries and drivers' nominations in good faith. Every effort is made to adhere to the printed programme, but the promoters cannot accept any liability for the failure of any driver or machine to appear. The publisher has taken every care to avoid mistakes but cannot accept liability for printer's or clerical errors.

## PROHIBITED AREA NOTICES

Always keep behind the spectator rails and fences and the public are not permitted in the areas where Prohibited Area notices are displayed. The fences are there for protection and any person(s) found trespassing or wilfully damaging property, will be prosecuted by Two Four Sports Ltd.

## PUBLIC CAMPING

No public camping whatsoever is permitted inside the circuit enclosures. Camping is only allowed in the areas outside the 10ft. boundary wall.

## PUBLIC TELEPHONES

There are British Telecom public payphones in the paddock area, in the public enclosures at Redgate, Starkey's, Coppice and at the main vehicle entrance.

# Facilities

## HOSPITALITY SUITES

Donington Park has suites available for hire at several locations both on an annual and individual race meeting basis – these suites offer splendid views of the race action, together with a unique atmosphere in which to entertain sponsors, business colleagues, important customers and the like. Suites to accommodate 20, 40 and 80 people are available with a sliding scale of hire charges, dependent on the status of the meeting. Prices range from £100, plus the cost of admission tickets, for a single suite for an individual meeting and £3325 for a season including 20 season passes.

Contact Natasha Cheate – 0332 810048 for details.

## HOSPITALITY SITES

Areas for Hospitality Bus and Marquee hospitality are available at several infield locations.

Contact Natasha Cheate – 0332 810048 for details.

## EXCLUSIVE CIRCUIT HIRE

The Donington circuit is available for exclusive hire for testing and promotions. To supplement this it is possible to hire any or all of the wide variety of facilities available in the six acre tarmac paddock, The Redgate Lodge and an adjoining Conference Room, VIP Pits Suite, Filling Station, 8000 sq.ft. Exhibition Hall and Restaurant.

Contact Glynis Stevens – 0332 810048 for details.

## SUNDAY MARKET

From 10am–4pm, the Donington Sunday Market takes place behind Redgate Corner. Pedestrians are free and access to it is only from outside the main paddock gate. Traffic arrangements at Donington direct Market traffic to the Melbourne end of the circuit, and therefore, the entrances off the Melbourne Loop (including the Redgate pedestrian entrances) are not open to race traffic.

Race Meeting traffic must use the Coppice main entrance, adjacent to the Museum.

## DONINGTON COLLECTION

The biggest Formula 1 Grand Prix paddock in the world is at Donington: Senna's McLaren's, Mansell's

Williams, Piquet's Brabhams, the famous Jackie Stewart Tyrrell, and Jim Clark Lotuses. Plus the Maserati of Fangio, the Ferrari of Ascari and famous pre-war cars as raced by Nuvolari.

There's over 130 single seater cars tracing the history of Grand Prix racing from pre-war to present day. There are many other displays to see, including the Speedway Hall of Fame.

The Donington Collection is situated by the main entrance at Coppice and is open today from 10am until 6pm with the last entrance at 5pm. Admission costs £4 for adults and £1.50 for children and senior citizens.

**DONINGTON INTERNATIONAL EXHIBITION CENTRE** Situated alongside the Donington Park Grand Prix circuit, the International Exhibition Centre offers a prestigious location for all types of exhibitions.

The Centre has a 4,300 square metres gross of space on one level and is well-served by the usual mains services. Access into the Hall is through four major vehicle entrances, one equipped with an overhead crane. Situated opposite is an extensive area of parkland which can be used in conjunction with the Centre or separately for outdoor events.

For further details, telephone 0332 812919 or fax 0332 811647.

## RACEWAYS OF DONINGTON

### Specialist Motor & Motorcycle Accessories & Clothing

Situated in the Donington Museum is Raceways of Donington. Raceways stock a superb selection of Specialist Car Accessories, Alloy and Steel Wheels, Body Styling, Steering Wheels, Seats and Race clothing etc. And for the Motorcyclist there's Helmets, Leathers, Boots and all your clothing needs.

Raceways have the official Donington Souvenirs from Paddock Jackets to Stickers. Plus all your camera film requirements.

Tel: 0332 812353

## JIM RUSSELL RACING DRIVERS SCHOOL

The Jim Russell Racing Drivers School, which is a founder member of the Association of Racing Drivers'

Schools, is based at Donington Park. The longest established racing school in Britain, it operates with three fleets of cars – single seaters using Formula Vauxhall Junior and Formula Vauxhall Lotus together with a fleet of Vauxhall Astra 16 valve GTE saloons. Under the direction of John Kirkpatrick, the RAC licensed school for the tuition of novice racing drivers provides several types of training programme. Basic introductory lessons, supertrials, the popular seven day courses culminating in an RAC licensed race, plus tuition for the more established driver wishing to "brush up" on certain aspects of performance.

The Jim Russell Racing Drivers School also provides Corporate Track Days when companies are able to bring clients and/or staff for a day of varied driving action using the various racing cars, fun karts, etc.

Telephone: 0332 811430. Fax: 0332 811422

## DONINGTON PARK RACING ASSOCIATION CLUB – DONINGTON SUPPORTERS CLUB

D.P.R.A.C. was founded in 1973 with the object of bringing back racing to Donington and when this was achieved, was reformed as an independent supporters club operating more on the welfare side. The Welfare Fund helps injured competitors and their families and buys specialist medical equipment for the circuit. The Race Fund looks after five challenge trophies which are presented annually.

Members enjoy certain privileges including £1 off admission to the circuit, free paddock transfer and 50p discount at the Museum. There is a reserved enclosure at McLeans Corner where there is covered seating for 100 members. In addition, newsletters are issued and circuit rides are arranged at the A.G.M. Membership costs just £15 Joint (Husband and Wife) or £10 Single.

For further details call at the Club Portakabin in the enclosure at McLeans Corner, where immediate membership can be arranged, or contact the Membership Secretary:

David Lowndes, 65 Bedford Street, Derby DE3 3PE.

# Spectators guide to Donington Park

Main public access is by the Tower, off the B6540 Castle Donington road.

As soon as you enter the Park, free car parking is to the right hand side. There are free car parks adjoining the 10 foot concrete boundary wall from Coppice to McLeans Corners.

On racedays, the pedestrian entrances are open at Coppice and McLeans. From these entrances, the spectator bankings at and between these corners give excellent views.

## "A WALK THROUGH THE PARK"

Head left towards the Dunlop Bridge and the paddock area. As there is no pedestrian walkway through the Exhibition Centre, cross the Dunlop Bridge to gain access to the vast spectator areas on the Infield, to the start/finish line area, and to the pedestrian subway to the paddock area.

Heading right from the McLeans/Coppice entrances, the walk takes you around the trackside enclosures to Redgate Corner, where there is another pedestrian access to the paddock area. Take note of the new spectator banking on the exit of Redgate/top of Craner Curves as the view is simply superb.

## TRACKSIDE PARKING

If you wish to take your vehicle within the circuit boundary wall, there are two opportunities for you to do so, for an extra charge of £2.50 per vehicle.

The new vehicle embankment on the outside of the circuit is at Starkey's. Turn right once inside the main entrance, and follow the signposts to the Starkey's vehicle gate.

From there you have a wonderful view of the fast sweeping section from Redgate, through Craner Curves, round the Old Hairpin and through Starkey's Bridge. Refreshments from Starkey's Bar, and toilets, are close at hand.

The other vehicle parking enclosures are on the Infield. To get to them, once inside the main entrance, turn left. This road takes you past the Exhibition Centre. Immediately after, you will see a sign pointing to the right for Infield Viewing. Once through the vehicle tunnel under the track, you have a wide range of popular vantage points to watch from your car - particularly on the startline or on the vast embankment stretching from Craner Curves to McLeans. This natural sloping embankment overlooks the circuit, and the original Donington Hall (now British Midland's HQ). Toilets on the Infield are the blue block near to Starkey's Bridge or within the Craner Hospitality Suite block.

## Paddock Area

Paddock Transfer is £3 per adult on Sunday.

There's always plenty to see and enjoy in the Paddock area - all the competing bikes, the teams, the riders, and the comforts of Redgate Lodge public house and restaurant, and the Pitstop Diner. There are also shops and a free covered startline grandstand, located by the distinctive Shell Control Tower.

Having gained admission into the circuit, there are two ways to purchase a paddock transfer. From the outside trackside enclosures, the entrance is next to the Redgate Lodge public house and from the Infield enclosures, entrance is via the pedestrian subway underneath the

scoreboard on the start/finish straight.

Spectators who wish to park close to the paddock have to use the car park areas outside the paddock gate. By using the main entrance, turn left and follow the roadway past the Infield Viewing Gate, to park on the grass either side of the road immediately after the wooded area on the left. From there it's just a short walk to the pedestrian paddock entrance (alongside the paddock vehicle gate) from where you can purchase entrance tickets with paddock transfers.

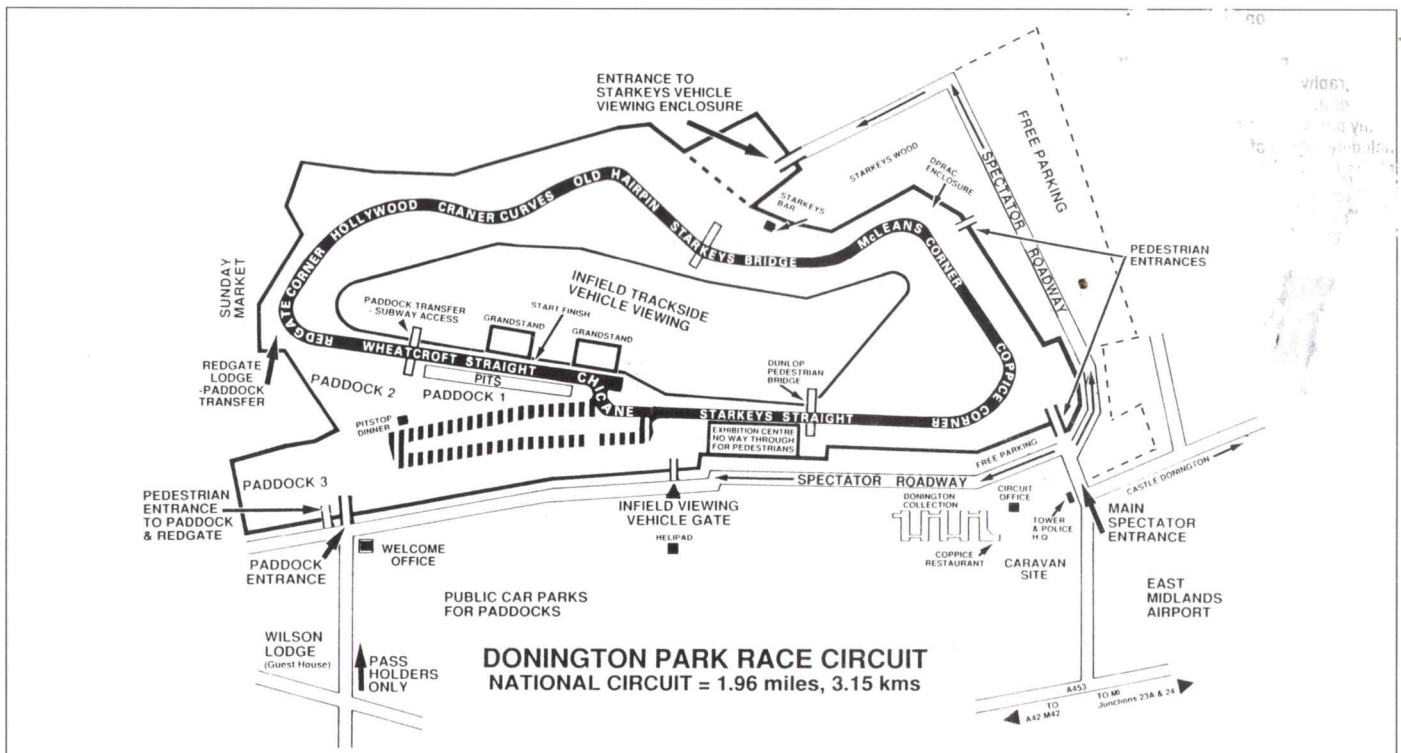
## GRANDSTANDS

There are two grandstands on the Infield, and at this meeting there is no extra charge for use.

The 1200 seat main grandstand on the start/finish line overlooks the starting grid, the pit area and the action into Redgate. The 400 seat Goddard grandstand at the top of the start/finish straight, gives an excellent view of the "last minute" late-braking attempts into the final corner.

## GRAND PRIX CIRCUIT MEETINGS

When the GP circuit is in use, there is a very good spectator enclosure overlooking the Esses and the return loop back from Melbourne Hairpin into Goddard Corner. Pedestrian access is through the Infield Viewing Gate or, if you are already inside the circuit enclosures, you can approach it from the Infield Vehicle Tunnel. For motorcycle meetings only, it is permitted to walk down to Melbourne Hairpin itself but there is no entrance to the paddock from the Grand Prix extension.



## RESTAURANTS AND REFRESHMENTS AT DONINGTON

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Enjoy the quieter surroundings  
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## **The Germans are here, but what is Pro Superbike?**

This is the second season of Pro Superbike. In 1989 Franz Rau, President of Moto Motion was involved in a German motorcycle industry meeting at which it was suggested a plan be developed to improve the professional image of the sport in Germany and get guaranteed television coverage.

The end of 1989 saw Rau establish a company with American, Steve McLaughlin, to meet these goals. They called the company, 'Moto Motion International'. McLaughlin was a former top level AMA Superbike rider in the States - 1st 1976 Daytona AMA Superbike (BMW), 1st 1977 Laguna Seca AMA Superbike (Kawasaki) and 1st 1978 Daytona AMA Superbike (Suzuki) - and had played a major role in the inauguration of the World Superbike Championship in 1988.

Throughout 1990 the pair worked hard to establish the concept and signed up the interested industry members for financial contribution.

The German Superbike championship began in 1985 and Pro Superbike is a development of the series, although it has quickly become an international series with races in Luxembourg, Czechoslovakia, Holland - and now England.

Rules are identical to World Superbike, i.e. the machines are based on production sports motorcycles with four cylinder machines restricted to 750cc and a 165 kilo weight limit while twin cylinder machines are allowed 1000cc and a 140 kilo weight limit. There are strict rules governing modifications permitted on these machines.

Udo Mark, riding a Mitsui Yamaha FZR750R OW01 won last year's inaugural championship which earned over 21 hours of pan-European television on Screensport. Significantly the seven round, 14 race championship was watched by almost 75,000 spectators - a staggering 84.5% up on the 1990 attendance figures.

Ernst Gschwender, twice a winner of the German Superbike championship with Suzuki and now riding for the Kawasaki importer team, said: "Pro Superbike brought such a big change into German motorcycle racing. The Superbike class has become much more professional than it was five years ago. For me, personally, it only brought advantages. I hope to finish the series this year as champion."

This year Pro Superbike is again backed by key companies in the German motorcycle industry: Yamaha, Suzuki, Kawasaki, Shuh Co. (Shoei), JF Motorsports (Marushin), Motul Oil Germany and Moto Motion International. The annual budget for the championship is approximately £350,000.

There is no overall championship prize fund, the money being paid out in race prize money similar to British championship events. There is, however an interesting additional payout from qualifying. The organisers pay pole position and the fastest three riders from three categories; 1. factory riders, 2. sponsored team riders and 3. totally private riders. The monies (£350 per category) are paid by Motul Oil Germany, regardless of oil used by the rider.

This year Screensport are again the primary broadcaster of Pro Superbike which means many British fans will have seen the earlier races. Each event has two races from which two 25 minute television shows are produced and shown on Screensport a minimum of three times each. There has also been coverage from local television in the areas where the races have been held and Moto Motion are currently finalizing a contract with another pan-European broadcaster, not in conflict with Screensport.

The 1992 championship reached fever pitch after four rounds with Ducati's Edwin Weibel leading by just 13 points from Kawasaki rider Andreas Hofmann. Hayri Winter is breathing down their necks 12 points adrift with his Honda.

In the eight races to date we have seen six different winners and surprisingly three of them have gone to Honda (Hayri Winter 2 and Thomas Franz) while Ducati and Kawasaki have two wins each and Yamaha just one.

With such a wide open championship and such impressive television coverage, it's no wonder the German motorcycle market is improving.

Steve McLaughlin points out: "Although it would be difficult for us to take all the credit, we believe that Pro Superbike has had an impact on the German motorcycle market that is up almost 20% over last year, selling in excess of 125,000 new machines this year."

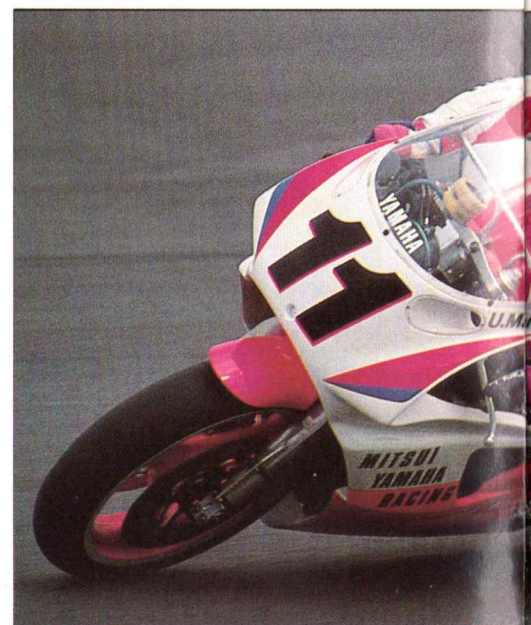
The German invasion force descends on Donington this weekend for what promises to be an intriguing Superbike battle with several of our leading up-and-coming riders taking on the cream of the Pro Superbike contenders.

Headlining the all-star German line up is last year's champion Udo Mark with his factory Yamaha OW01, entered by Mitsui of Germany. Last year, Mark dominated the championship, scoring maximum points in no less than ten of the 14 races. He also finished 11th in World Superbike last year despite contesting only selected rounds. This year he concentrate on World Superbike in the first half of the year but hit all kinds of problems.

Mark, the 29 year old from Furtwangen, was here earlier in the year for the World Superbike round but suffered two crashes. In fact, nothing has gone right so far this year. He started the season still recovering from a winter knee operation and the Donington crashes, plus a couple of other tumbles resulted in a loss of confidence and form.

But his old speed and style look to be on the way back. In the recent fourth round of Pro Superbike at Nurburgring, he finished fourth and third. Expect a fully fit Udo Mark to be bang on the pace this weekend with the immaculately prepared, white and fluorescent pink Yamaha.

by **GARY PINCHIN**  
*Editor of RPM (Racing and Performance Motorcycles FORTNIGHTLY, a new motorcycle racing magazine to be launched in late September, by Pinegen Limited*



*Udo Mark, defending champion, who is back on song for victory.*

Current leader of the Pro Superbike series is Swiss, Edwin Weibel. No stranger to Donington, he raced a Jung Kawasaki here in 1990 and last year scored in both World Superbike races on a Honda.

This time the 36 year old mechanic from Stans, Switzerland, rides a Ducati out of the official importer, DNL-Marushin-Ducati Team Deutschland stable and currently leads Pro Superbike by 13 points having taken the lead with back to back wins in the recent Nurburgring round - his first victories

The German Pro-Superbike Series hits Donington

# MARKING TIME FOR WIN

of the year.

Weibel is looking forward to racing here: "I like Donington," he says. "The track suits me. There is always a good atmosphere and good organisation - and the track is very safe."

Second in the championship is another Swiss, Andreas Hofmann but the Kawasaki Deutschland rider, three times German Superbike champion, is on World Superbike duty in Japan this weekend.

The names of Ernst Gschwender and Sven Seidel are well known to British fans for their previous exploits here in Superbike internationals.

Thirty six-year-old Gschwender, better known in the race paddocks as 'Ernie', has been German Superbike champion twice with Suzuki and has 18 German Superbike wins to his credit (second overall to 27 times winner, Hofmann in the 'all wins' list). You can bet he is aiming to win the title this year for his sponsors, Kawasaki Deutschland.

'Ernie' has yet to win a race this year but has finished second twice - at Speyer and Most - and third twice - at Speyer and Colmar-Berg, the Goodyear test track facility in Luxembourg.

Gschwender has a reputation for being very fast - but he also crashes a lot. He even got into the sports after a crash. He recalls: "I said to myself, 'Ernest, you are not going to live long if you go on like that. If you want to keep speeding with the bike, you have to race.'"

The Kawasaki rider is a Donington fan, but



Swiss rider Edwin Weibel heads the points.

bemoans our climate! "I love the beautiful circuit in the middle of the park of Donington. The races in England are perfectly organised, although mostly cold and windy!"

Seidel (29) meantime is still working on getting his new water-cooled Hein Gericke-Suzuki Deutschland GSXR750WN competitive. After a slow start to the season, he had his best results of the year at Nurburgring with third and fourth places.

Seidel likes the Donington track. Riding a Suzuki, he won the European Championship round here in 1990, the final race of the year, with a brilliant display of wet weather riding, but it was not quite enough to wrestle the title from Richard Arnaiz. Seidel finished the series as runner up.

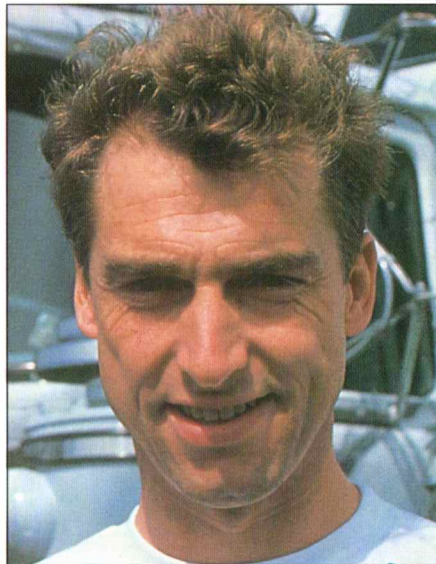
The red headed German, exudes something of a 'playboy' image, listing his hobbies as skiing, water-skiing, snowboarding and fast cars - and claims to have, 'several girlfriends'.

But Seidel isn't so keen on our motorways though. In 1990 he was also nicked for speeding and spent several hours in jail. He says: "I really have to think if I will travel to Donington by car or plane. If I have to take the car this time, I let somebody else drive. I simply can't drive slow on the freeway!"

On a more serious note he adds: "I am very happy that the Pro Superbike series has a chance to race at Donington. This way the series can spread around Europe and it's high level and popularity with increase. And

I like Donington very much, I'm happy to race there."

Bernhard Schick, 29 from Mosbach, is ninth in the standings. A former two stroke racer, he was third in the 1989 German 250cc Championship. This year, his best result on the Marz Ducati Racing Team is second in the



Ernst Gschwender - keen to add to his 18 German Superbike wins.

# LONG EATON

# SPEEDWAY



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The hard-charging Arpad Harmati keen to take maiden success here at Donington in Pro Superbikes.

first leg at Colmar-Berg.

Bernd Caspers is a former three time German 750cc Production Champion with Suzuki, and last year finished third in Pro Superbike with seven podium finishes on a Ducati. He looked set to repeat that consistency when he started the season with third place on a Ducati at Speyer but the 28-year-old from Veltbert, who runs the 100 year old family transport business, dramatically switched mid-season to a Yamaha, entered by German MO Magazine Racing Team, and has slipped to tenth overall in the standings.

Michael Galinski and Arpad Harmati are two more well known international competitors - at least among British race fans.

Galinski, 1985 German Superbike champion on a Yamaha, currently rides an RC30 for the Honda-Marushin-Welbrock Team and his best placing this year has been fourth at a rain hit Colmar-Berg.

Galinski, a member of the 1988 Eurolantic match race team riding a Bimota, comments: "As far as my long range goal in racing is concerned, I am waiting for a fast Honda to come. Donington is a nice track but it's a bit tricky and mean. There are only two left handers and they are terribly fast. You arrive with cold left sides of the tyres and have to be careful you don't lose the front end. The front runners of the British riders are real tough guys, so it's going to be a difficult to beat team."

Hungarian, Harmati has made regular appearances in the UK, in World and European

Superbike - and finished fourth in the European Superbike championship of 1990 and ninth last year riding an HB backed Honda. Incidentally, he first started road racing on a 50cc Simpson back in 1979!

Two young riders worth noting are Michael Liedl and Thomas Stockjer. Long haired, twenty four-year-old Liedl races a Kawasaki and scored two top six places at Most, Czechoslovakia. He also gained valuable experience in World Superbike this year at Zeltweg, Austria on his Peter Obermair Motorradtechnik ZXR750.

Stocker, a member of the Marushin-Steuk-Mo Racing Team has scored top ten finishes in a couple of races on his Suzuki. Stocker, a refrigeration technician, celebrated his 23rd birthday on 19th August.

A Donington rookie, he says: "I'm curious to see how racing is in England. For me, it's a start to international racing. It's a test - how organising the trip, preparing the travelling equipment etc., works. I hope also to meet some nice British girls!"

The German entry also includes; Bruno Baumann (Yamaha), Heinz Platatacis (Team Zwirida), Suzuki riders Claus Ehrenberger (a 25-year-old with Team Mayer Suzuki) and Rainer Janisch (has a three top ten finishes this year) plus Peter Rubatto on the Yamaha Laaks Racing Team machine. The international field is completed by two Dutch Kawasaki contenders, Mile Pajic and Johnny Verwijst.

## Pro Superbike '92

### The Story So Far ...

#### Round 1 - SPEYER (26th April)

##### 1st Leg

1. Klaus Liegibel (Yamaha)
2. Ernst Gschwender (Kawasaki)
3. Bernd Caspers (Ducati)
4. Edwin Weibel (Ducati)
5. Wolfgang Hambach (Kawasaki)
6. Thomas Franz (Honda)
7. Owen Coles (Ducati)
8. Roland Oswald (Ducati)
9. Thomas Stocker (Suzuki)
10. Sven Seidel (Suzuki)

Fastest Lap: Hambach 54.41s

##### 2nd Leg

1. Wolfgang Hambach (Kawasaki)
2. Thomas Franz (Honda)
3. Erns Gschwender (Kawasaki)
4. Andreas Hofmann (Kawasaki)
5. Edwin Weibel (Ducati)
6. Klaus Liegibel (Yamaha)
7. Roland Oswald (Ducati)
8. Toni Heiler (Yamaha)
9. Michael Liedl (Kawasaki)
10. Bernhard Schick (Ducati)

Fastest Lap: Seidel 52.51s

#### Round 2 - COLMAR-BERG (21st June)

##### 1st Leg

1. Thomas Franz (Honda)
2. Bernhard Schick (Ducati)
3. Kal-Uwe Schmid (Kawasaki)
4. Michael Galinski (Honda)
5. Uwe Brunzel (Ducati)
6. Bernd Caspers (Ducati)
7. Andreas Moller (Yamaha)
8. Oliver Schmidt (Ducati)
9. Claus Ehrenberger (Suzuki)
10. Ernst Gschwender (Kawasaki)

Fastest Lap: Schick 1m 30.89s

##### 2nd Leg

1. Andreas Hofmann (Kawasaki)
2. Edwin Weibel (Ducati)
3. Ernst Gschwender (Kawasaki)
4. Klaus Liegibel (Yamaha)
5. Thomas Franz (Honda)
6. Wolfgang Hambach (Kawasaki)
7. Sven Seidel (Suzuki)
8. Hayri Winter (Honda)
9. Thomas Ochsenreiter (Kawasaki)
10. Hans Gratzl (Ducati)

Fastest Lap: Hofmann 1m 23.95s

#### Round 3 - MOST (5th July)

##### 1st Leg

1. Hayri Winter (Honda)
2. Andreas Hofmann (Kawasaki)
3. Michael Liedl (Kawasaki)
4. Sven Seidel (Suzuki)
5. Peter Rubatto (Yamaha)
6. Rainer Janisch (Suzuki)
7. Wolfgang Hambach (Kawasaki)
8. Roland Oswald (Ducati)
9. Bernhard Schick (Ducati)
10. Thomas Stocker (Suzuki)

Fastest Lap: Janisch 1m 43.47s

##### 2nd Leg

1. Hayri Winter (Honda)
2. Andreas Hofmann (Kawasaki)
3. Ernst Gschwender (Kawasaki)
4. Edwin Weibel (Ducati)
5. Wolfgang Hambach (Kawasaki)
6. Rainer Janisch (Suzuki)
7. Michael Liedl (Kawasaki)
8. Michael Galinski (Honda)
9. Sven Seidel (Suzuki)
10. Klaus Liegibel (Yamaha)

Fastest Lap: Leidl 1m 1.73s

#### Round 4 - NURBURGRING (26th July)

##### 1st Leg

1. Edwin Weibel (Ducati)
2. Andreas Hofmann (Kawasaki)
3. Sven Seidel (Suzuki)
4. Udo Mark (Yamaha)
5. Roger Kellenberger (Yamaha)
6. Toni Heiler (Yamaha)
7. Stefan Scheschowitsch (Kawasaki)
8. Klaus Liegibel (Yamaha)
9. Bernd Caspers (Yamaha)
10. Bernhard Schick (Ducati)

Fastest Lap: Hofmann 1m 43.83s

##### 2nd Leg

1. Edwin Weibel (Ducati)
2. Roger Kellenberger (Yamaha)
3. Udo Mark (Yamaha)
4. Sven Seidel (Suzuki)
5. Hayri Winter (Honda)
6. Bernhard Schick (Ducati)
7. Klaus Liegibel (Yamaha)
8. Peter Rubatto (Yamaha)
9. Rainer Janisch (Suzuki)
10. Thomas Franz (Honda)

Fastest Lap: Weibel 1m 44.30s

#### ALL TIME WINNERS (1985 TO DATE)

Andreas Hofmann 27, Ernst Gschwender 18, Udo Mark 11, Peter Rubatto 7, Michael Galinski 5, Edwin Weibel 2, Hayri Winter 2, Rob Phillis 2, Bruno Bammert 2, Bodo Schmidt 2, Klaus Liegibel 1, Wolfgang Hambach 1, Thomas Franz 1, Anton Heiler 1, Klaus Caspers 1, Sven Seidel 1, Jeffrey de Vries 1.



Sven Seidel - well on the pace.



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**THE WORLD'S NUMBER ONE BIKING PAPER**

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Dave Fern previews the feast of National Championship action

## Reynolds wants title, but watch Rymer

John Reynolds enjoyed another winning double last Sunday in the dry and wet of Silverstone as he took another major stride towards the Motor Cycle News TT Superbike title, but the local ace cannot take anything for granted as far as the result of this seventh round is concerned.

Terry Rymer, who thrilled with his brilliant winning debut double in the televised Supercup races on the rotary powered JPS Norton, is back for more and the signs are that he will be able to give Reynolds a run for his money on the fast circuit which is well suited to his machine.

Rymer was to the fore last weekend. In the first race, he set the early pace, but had to quit with fuel problems, with Reynolds roaring through. In the second instalment, Rymer again made the running, but in worsening conditions was easily taken by the Team Green Kawasaki ace, and had to settle for second place.

The Londoner, deputising for the injured Ron Haslam, obviously enjoys outings here, and was the best placed home finisher in the British Grand Prix, as he punctuat-

ed his debut into the sport's elite 500cc World Championship class with a well earned sixth place.

ed his debut into the sport's elite 500cc World Championship class with a well earned sixth place. Pride rather than the title is at stake for Rymer as he bids for more glory, but Reynolds is not one for settling for places and will be going all out for a fifth "clean sweep". After a slow start, in the wet of Thruxton, where James Whitham was dominant, the Kawasaki ace really got things together and has only been beaten once since in the series.

That reversal came at Knockhill, with a second place to team-mate Brian Morrison. Otherwise, it has been a case of double victories at Oulton Park, Snetterton, Mallory Park, and then last Sunday at Sil-

verstone as Reynolds opened up a mighty 75 points advantage. The "hot-shot" is full of confidence and will take some holding – a factor that promises a thrilling showdown with Rymer in the two 15 lappers.

Around them, watch for the challenge of Morrison, and Robert Dunlop on the second Norton, who took a fine second place at Silverstone, where the Roton, in the hands of Mark Farmer took a solid third place in the opening race.



Nottingham's John Reynolds heads the chase for MCN Superbike honours.



Rob McElnea (above) and Simon Crafar both need victories to close in on Reynolds.

Whitham, the defending champion, has lost ground on the Team Grant Suzuki after his early promise, but has had Grand Prix excursions to distract his attention, and provide the opportunity to show his prowess. He will be riding hard here to pick up precious points in an attempt to reel in the runaway leader who seems set to take his crown away.

Another rider to take full advantage of his "wild-card" selection in the British Grand Prix was Carl Fogarty. The versatile multi-times Isle of Man TT winner and World F1 Champion, slid out of a solid sixth place at Redgate, seconds after Kevin Schwantz had angrily lost his Suzuki at the same spot.

Fogarty, on the privately funded



Ducati, will be a strong front runner and could well upset the battle between Rymer and Reynolds. Keep an eye out also for GP regular Simon Buckmaster, riding a Harris Yamaha, while defending British champion Rob McElnea should never be overlooked.

The Humberider is having a quiet season by his own high standards and has yet to claim a victory aboard the Loctite Yamaha, with his best showing a brace of seconds at Snetterton. And New Zealander Simon Crafar, riding the Castrol Honda, needs to start putting together some strong finishes if he is to maintain his top three placing.

James Haydon comes to the MRPC 250cc Championship race on a high after his maiden victory for Team Great Britain last Sunday – the Amersham teenager is being groomed for the top, by Ron Haslam, and has already tasted a Grand Prix ride here. Another victory will boost the team, funded by Donington promoters Two Four Sports, as they prepare for the sec-



*Talented teenagers Neil Hodgson (above) and James Haydon.*

ond phase of their plan to produce a supply of Grand Prix riders for the future.

The opposition ranged against him is strong. Paul Brown and Alan Carter are locked in tense power struggle for the title, with just nine points separating them, with Ian McConnachie closing in on them. Nigel Bosworth and Iain Challinor should also be running up front.

Local runner Barry Stanley, from nearby Moira, heads the chase for the 125cc MRPC title, 20 points clear of the highly talented youngster Neil Hodgson, who turned in a good showing on his "wild-card" selection for the Brit-



*Robert Dunlop – overdue success with JPS Norton.*

ish Grand Prix. Just adrift, in the still wide open battle for the crown are Patrick Corrigan, Fernando Mendes and Jimmy Brown.

Mark Farmer heads both the MRPC Supersports 400 and 600 points tables and will be looking for positive results to extend his advantage. In both, keep an eye on Sean Emmett, given his chance also on the 750cc Yamaha in the International Pro Superbike races, and looking a great prospect for

the future.

In the MRPC Open Sidecar Championship Kenny Howles and Phil Coombes extended their advantage with a third place at Silverstone, in a race won by Brian Gray and Steve Pointer.

Callum Ramsey, a 19 year old salesman from Perth, took the victory in last Sunday's MCN Super-teen race, to close within three points of series leader 17 year old HGV mechanic Richard Wynn from Burnley. Sam Harrison, second in that race, consolidated his third place, but with five races to go, there is all to play for with Roki Read, the son of eight times world champion Phil, coming into the reckoning.

Japanese ace Shinichiro Ohura, with four straight wins, is making his mark in the HTH Sound of Singles, but still trails Dave Morris by 22 points. John Lake and Paul Harrison are both well in contention.

Sean McGee, riding a big Ducati, looks a good bet to extend his advantage in the Norman Hyde Championship, but needs to head off both Martin Smith and Dave Railton.



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Make a note of the date

# October 24/25 DAY OF CHAMPIONS

here at



The third international Day of Champions will take place at Donington Park on Saturday/Sunday, October 24th/25th, 1992. Once again, all proceeds will go to Save the Children's Fund Riders for Health programme. Last year the event raised £56,000. This year the target is £80,000.

Among the stars of the motorcycle world taking part in the weekend's activities are Kenny Roberts, three times 500cc world champion; twice winner and current champion Wayne Rainey; Grand Prix stars Kevin Schwantz, Randy Mamola and John Kocinski; and top British riders including Niall Mackenzie, Rob McElnea and John Reynolds.

The highlight of the weekend's race programme is the first ever Anglo-French Challenge, which will be fought out in five separate match races between the leading riders from the UK and France, covering 750cc superbikes, 250cc, 125cc, sidecars and twins. The winning side will receive the P&O European Ferries Anglo-French Trophy.

Every form of motorcycling will be included in the programme, including motocross, trials, grasstrack, vintage and classic. Once again there will be a fabulous array of additional entertainments including the famous Schwantz family barbecue; car, kart and quad races for the stars, demonstrations of Grand Prix and other machinery, live music, comedians, an auction of riders' memorabilia, Steve Parrish's mighty racing truck, an arena trial, demonstrations by the emergency services, autograph sessions with the stars and much, much more.

This year the event will be supported by the British Motorcyclists' Federation, Britain's largest motorcyclists' organisation, which represents 100,000 members. They will stage a camping weekend, which will feature club and trade stands.

Admission to the event is £3.00 on Saturday and £8.00 on Sunday, with free admission for children of 15 and under. Advance tickets will be available at reduced prices through the booking form below.

Riders for Health, into which all the event's proceeds will go, trains and supports health workers in the use of motorcycles in health programmes in Africa.

Further details: Andrea Coleman 0327 76227/300047 - Fax 0327 78816

## DAY OF CHAMPIONS - ADVANCE BOOKING FORM

To: The Booking Office, Two Four Sports Ltd, FREEPOST, Donington Park, Castle Donington, Derby DE74 9BR. (No postage stamp required in UK).

Postal bookings close: October 18th

Cheques/postal orders made payable to Two Four Sports Ltd.

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Admission to Trackside Enclosures				
<b>WEEKEND TICKET</b>				
<b>SAT/SUN OCTOBER 24/25</b>	£11	.....	£7	.....
Admission to Trackside Enclosures				

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# Speedy blast from the past

With megaphone exhausts, wire wheels, black-leathered riders and a traditional push start, the European historic racing circus returns to Britain, and Donington Park, for the first time in four years to offer a heavy dose of nostalgia to today's race programme with the 15-lap British Historic Grand Prize.

Assembled by the International Historic Racing Organisation, the British-based body responsible for staging such competitive but evocative events at major race meetings all over Europe and in Japan, today's grid is split into two separate classes, for 350cc and 500cc machines built between 1945 and 1972.

The aim of the IHRO's events is to re-create the sight and especially the sound of the late-60's Grand Prix field: bikes entered must be of a model or type used in GP racing during the relevant period, though only four-stroke racers are included, plus single-cylinder two-strokes of European manufacture. Only drum brakes may be fitted - making many riders taking part today quite thankful that the shorter 1.96 mile Donington circuit is being used, rather than the full GP track with its trio of hard stops between the Dunlop bridge and the start line! With greater restrictions on updating to modern specifications than permitted in most forms of classic racing around the world, the bikes of the IHRO circus present a truly authentic spectacle, matched by hard-fought battles all the way down the field between riders from half a dozen countries.

In spite of the clash between today's event and the Classic Manx GP in the Isle of Man, a superb field lines up for both 'races within a race', with a 500 grid headed by the reigning king of International (and British) historic racing, Bob Newby on the unique four-valve Mularney Manx Norton. Winner of the IHRO races this year at Chimay and the Dutch GP at Assen, Newby will be eager to pick up his winning ways again after crashing out of contention in the Brands Hatch Superprix last month, damaging the one-off Norton special developed by famous tuner Syd Mularney two decades ago quite badly. But Newby vows to have the rebuilt bike back in action again at Donington, alongside another returnee leading the Seeley Matchless-mounted brigade, Richard Cutts. One of Britain's top classic racers for the past two decades, Cutts was badly injured in a Mallory testing ac-

cident this spring, but is now finally mended and hoping to improve on the amazing half-dozen second places he's racked up in Continental IHRO races over the past couple of years. Also Seeley-mounted are fellow-Brits Dave Woolsey - on Mervyn Hackett's bike, which finished third in the Dutch GP last year - and Peter Brown, who's now finally renounced dad Gerry's original 1961 Manx Norton for one of the later, lighter Seeley G50s. Graham Hurst rides one of the Arter-framed Matchless-powered bikes reputedly raced by the great Peter Williams, while racing journalist Alan Cathcart makes a rare appearance on the older, completely original 1961 Matchless G50 he's raced periodically for the past 15 years; sadly, the rare ex-Billy Nelson Italian Patron twin he usually races in IHRO events is having a new gearbox made and won't be ready for today's race. Riding the only bike in the race with a Japanese engine is veteran TT rider John Hurlstone, with a Hansen Honda replica of the bright orange bikes raced in the USA and Canadian GPs a quarter century ago.

A strong contingent of foreign riders outnumber the Brits two to one, headed by Swiss ace Franz Glauser, winner of the IHRO race at Monza last month and second to Newby in the Dutch GP on his immaculate Seeley Matchless. But also likely to provide stern opposition are Dutchmen Ton Groot - winner of the French IHRO race at Carole in June - and Bart Vogel, both mounted on the superb Seeley BSA machines prepared by Adrie van Balen, and French starts Yves Biraud and Patrick Godet, riding a pair of beautifully-prepared Matchless G50s. Biraud's bike is an ex-Dave Roper machine from



*Dutchman No Scholl powers on aboard his BMW.*



*Ton Groot (BSA 4) takes the inside line on Bob Hirst's Seeley 650.*

America's Team Obsolete, and should certainly have the speed to match the best of the British-based bikes. Look out too for Dutchman No Scholl's superb-sounding BMW flat-twin, as well as fellow-countryman Cor Elbersen's mid-50s Manx Norton - a very original example of what for many is still the ultimate British racing single.

The 350 class promises an even closer duel between the top riders in the class, headed by British stars Phil Woodhall and Colin Breeze on Aermacchis, both winners of several IHRO races in Europe in the

past. But they face a stern challenge from bespectacled Anthony Ainslie, winner of the Dutch Historic TT last season and not only the leading tuner of Ducati singles today, but also a top rider when not otherwise occupied as team manager for Britain's top endurance racing squad, Team Howard Lees. Ainslie's team-mate, Nigel Verity, rides the same 250 Ducati he took to third place in Assen this year, one ahead of Trevor Barnes on the Historic but also very fast single-cylinder 1953 Moto Guzzi which has the beating of bikes fifteen years younger. Look out for Aermac-



*Frank Glauser on the superb Seeley 650.*

chi-mounted Jonathon Sinclair and Peter Crew, while waving the BritBike flag will be Rob Wingrave on the Manx Norton he took to second place at Carole in France earlier this year, and Alan Drage on a similar bike. Mounted on 7R AJS machines - the Norton's great rival in the classic era - are veteran ace John Holder and former Vintage Club champion Roger Munsey, on George Beale's machine. Perhaps the most historic bike in the race, and certainly the loveliest, is Dave Varney's pale green Beart Aermacchi, winner of the 1970 Manx GP and third in the 1968 Junior TT in the hands of Jack Findlay - nowadays Technical supremo at modern GP races. Varney races the famous bike with great aplomb, and took a narrow second place in the IHRO race at Monza last month in pouring wet conditions which might have deterred many riders with much less desirable machinery.

Foreign entries in the 350 class are thinner on the ground than in the 500s, but look out for Spain's Jordi Fornas, a stalwart of International historic racing with his raucous but fast 250 Montesa Blitz, the only two-stroke in the race and giving a reminder of the unlikely performance the Spaniards wrested from their air-cooled singles back in the 1960s. Jose Mas Bahillo also makes the long journey from Spain with his 350 Ducati, while Dutch truck-driver Marcel Doodeman joins compatriot Ruud Breedt - a top GP privateer and former Dutch champion thirty years ago - riding 250 Ducatis, with an unusual mode of race transport: Marcel's 40-ton Scania HGV, which he makes sure always has a load available to take in the general direction of an IHRO race whenever one is scheduled. That way, the bikes ride free; is that what they mean by the spirit of Maastricht?



# SPEED TABLE

CIRCUIT LENGTH 1.9573 MILES/3.15 Kms

TIME	MPH	TIME	MPH	TIME	MPH	TIME	MPH	TIME	MPH	TIME	MPH	TIME	MPH
0 55.0	128.11	1 2.0	113.64	1 9.0	102.12	1 16.0	92.71	1 23.0	84.89	1 30.0	78.29	1 37.0	72.64
0 55.1	127.88	1 2.1	113.46	1 9.1	101.97	1 16.1	92.59	1 23.1	84.79	1 30.1	78.20	1 37.1	72.56
0 55.2	127.65	1 2.2	113.28	1 9.2	101.82	1 16.2	92.47	1 23.2	84.69	1 30.2	78.11	1 37.2	72.49
0 55.3	127.41	1 2.3	113.10	1 9.3	101.67	1 16.3	92.34	1 23.3	84.58	1 30.3	78.03	1 37.3	72.41
0 55.4	127.18	1 2.4	112.92	1 9.4	101.53	1 16.4	92.22	1 23.4	84.48	1 30.4	77.94	1 37.4	72.34
0 55.5	126.96	1 2.5	112.74	1 9.5	101.38	1 16.5	92.10	1 23.5	84.38	1 30.5	77.85	1 37.5	72.26
0 55.6	126.73	1 2.6	112.56	1 9.6	101.23	1 16.6	91.98	1 23.6	84.28	1 30.6	77.77	1 37.6	72.19
0 55.7	126.50	1 2.7	112.38	1 9.7	101.09	1 16.7	91.86	1 23.7	84.18	1 30.7	77.68	1 37.7	72.12
0 55.8	126.27	1 2.8	112.20	1 9.8	100.94	1 16.8	91.74	1 23.8	84.08	1 30.8	77.60	1 37.8	72.04
0 55.9	126.05	1 2.9	112.02	1 9.9	100.80	1 16.9	91.62	1 23.9	83.98	1 30.9	77.51	1 37.9	71.97
0 56.0	125.82	1 3.0	111.84	1 10.0	100.66	1 17.0	91.51	1 24.0	83.88	1 31.0	77.43	1 38.0	71.90
0 56.1	125.60	1 3.1	111.66	1 10.1	100.51	1 17.1	91.39	1 24.1	83.78	1 31.1	77.34	1 38.1	71.82
0 56.2	125.37	1 3.2	111.49	1 10.2	100.37	1 17.2	91.27	1 24.2	83.68	1 31.2	77.26	1 38.2	71.75
0 56.3	125.15	1 3.3	111.31	1 10.3	100.23	1 17.3	91.15	1 24.3	83.58	1 31.3	77.17	1 38.3	71.68
0 56.4	124.93	1 3.4	111.14	1 10.4	100.08	1 17.4	91.03	1 24.4	83.48	1 31.4	77.09	1 38.4	71.60
0 56.5	124.71	1 3.5	110.96	1 10.5	99.94	1 17.5	90.91	1 24.5	83.38	1 31.5	77.00	1 38.5	71.53
0 56.6	124.49	1 3.6	110.79	1 10.6	99.80	1 17.6	90.80	1 24.6	83.28	1 31.6	76.92	1 38.6	71.46
0 56.7	124.27	1 3.7	110.61	1 10.7	99.66	1 17.7	90.68	1 24.7	83.19	1 31.7	76.84	1 38.7	71.39
0 56.8	124.05	1 3.8	110.44	1 10.8	99.52	1 17.8	90.56	1 24.8	83.09	1 31.8	76.75	1 38.8	71.31
0 56.9	123.83	1 3.9	110.27	1 10.9	99.38	1 17.9	90.45	1 24.9	82.99	1 31.9	76.67	1 38.9	71.24
0 57.0	123.61	1 4.0	110.09	1 11.0	99.24	1 18.0	90.33	1 25.0	82.89	1 32.0	76.59	1 39.0	71.17
0 57.1	123.40	1 4.1	109.92	1 11.1	99.10	1 18.1	90.22	1 25.1	82.80	1 32.1	76.50	1 39.1	71.10
0 57.2	123.18	1 4.2	109.75	1 11.2	98.96	1 18.2	90.10	1 25.2	82.70	1 32.2	76.42	1 39.2	71.03
0 57.3	122.97	1 4.3	109.58	1 11.3	98.82	1 18.3	89.99	1 25.3	82.60	1 32.3	76.34	1 39.3	70.95
0 57.4	122.75	1 4.4	109.41	1 11.4	98.68	1 18.4	89.87	1 25.4	82.50	1 32.4	76.25	1 39.4	70.88
0 57.5	122.54	1 4.5	109.24	1 11.5	98.54	1 18.5	89.76	1 25.5	82.41	1 32.5	76.17	1 39.5	70.81
0 57.6	122.33	1 4.6	109.07	1 11.6	98.41	1 18.6	89.64	1 25.6	82.31	1 32.6	76.09	1 39.6	70.74
0 57.7	122.11	1 4.7	108.90	1 11.7	98.27	1 18.7	89.53	1 25.7	82.22	1 32.7	76.01	1 39.7	70.67
0 57.8	121.90	1 4.8	108.73	1 11.8	98.13	1 18.8	89.41	1 25.8	82.12	1 32.8	75.92	1 39.8	70.60
0 57.9	121.69	1 4.9	108.57	1 11.9	98.00	1 18.9	89.30	1 25.9	82.02	1 32.9	75.84	1 39.9	70.53
0 58.0	121.48	1 5.0	108.40	1 12.0	97.86	1 19.0	89.19	1 26.0	81.93	1 33.0	75.76	1 40.0	70.46
0 58.1	121.27	1 5.1	108.23	1 12.1	97.72	1 19.1	89.08	1 26.1	81.83	1 33.1	75.68	1 40.1	70.39
0 58.2	121.07	1 5.2	108.07	1 12.2	97.59	1 19.2	88.96	1 26.2	81.74	1 33.2	75.60	1 40.2	70.32
0 58.3	120.86	1 5.3	107.90	1 12.3	97.45	1 19.3	88.85	1 26.3	81.64	1 33.3	75.52	1 40.3	70.25
0 58.4	120.65	1 5.4	107.74	1 12.4	97.32	1 19.4	88.74	1 26.4	81.55	1 33.4	75.44	1 40.4	70.18
0 58.5	120.44	1 5.5	107.57	1 12.5	97.19	1 19.5	88.63	1 26.5	81.45	1 33.5	75.36	1 40.5	70.11
0 58.6	120.24	1 5.6	107.41	1 12.6	97.05	1 19.6	88.52	1 26.6	81.36	1 33.6	75.28	1 40.6	70.04
0 58.7	120.03	1 5.7	107.24	1 12.7	96.92	1 19.7	88.41	1 26.7	81.27	1 33.7	75.20	1 40.7	69.97
0 58.8	119.83	1 5.8	107.08	1 12.8	96.78	1 19.8	88.29	1 26.8	81.17	1 33.8	75.12	1 40.8	69.90
0 58.9	119.63	1 5.9	106.92	1 12.9	96.65	1 19.9	88.18	1 26.9	81.08	1 33.9	75.04	1 40.9	69.83
0 59.0	119.42	1 6.0	106.76	1 13.0	96.52	1 20.0	88.07	1 27.0	80.99	1 34.0	74.96	1 41.0	69.76
0 59.1	119.22	1 6.1	106.60	1 13.1	96.39	1 20.1	87.96	1 27.1	80.89	1 34.1	74.88	1 41.1	69.69
0 59.2	119.02	1 6.2	106.43	1 13.2	96.26	1 20.2	87.85	1 27.2	80.80	1 34.2	74.80	1 41.2	69.62
0 59.3	118.82	1 6.3	106.27	1 13.3	96.12	1 20.3	87.74	1 27.3	80.71	1 34.3	74.72	1 41.3	69.55
0 59.4	118.62	1 6.4	106.11	1 13.4	95.99	1 20.4	87.64	1 27.4	80.62	1 34.4	74.64	1 41.4	69.48
0 59.5	118.42	1 6.5	105.95	1 13.5	95.86	1 20.5	87.53	1 27.5	80.52	1 34.5	74.56	1 41.5	69.42
0 59.6	118.22	1 6.6	105.80	1 13.6	95.73	1 20.6	87.42	1 27.6	80.43	1 34.6	74.48	1 41.6	69.35
0 59.7	118.02	1 6.7	105.64	1 13.7	95.60	1 20.7	87.31	1 27.7	80.34	1 34.7	74.40	1 41.7	69.28
0 59.8	117.83	1 6.8	105.48	1 13.8	95.47	1 20.8	87.20	1 27.8	80.25	1 34.8	74.32	1 41.8	69.21
0 59.9	117.63	1 6.9	105.32	1 13.9	95.34	1 20.9	87.09	1 27.9	80.16	1 34.9	74.24	1 41.9	69.14
1 0.0	117.43	1 7.0	105.16	1 14.0	95.22	1 21.0	86.99	1 28.0	80.07	1 35.0	74.17	1 42.0	69.08
1 0.1	117.24	1 7.1	105.01	1 14.1	95.09	1 21.1	86.88	1 28.1	79.98	1 35.1	74.09	1 42.1	69.01
1 0.2	117.04	1 7.2	104.85	1 14.2	94.96	1 21.2	86.77	1 28.2	79.88	1 35.2	74.01	1 42.2	68.94
1 0.3	116.85	1 7.3	104.69	1 14.3	94.83	1 21.3	86.67	1 28.3	79.79	1 35.3	73.93	1 42.3	68.87
1 0.4	116.66	1 7.4	104.54	1 14.4	94.70	1 21.4	86.56	1 28.4	79.70	1 35.4	73.86	1 42.4	68.81
1 0.5	116.46	1 7.5	104.38	1 14.5	94.58	1 21.5	86.45	1 28.5	79.61	1 35.5	73.78	1 42.5	68.74
1 0.6	116.27	1 7.6	104.23	1 14.6	94.45	1 21.6	86.35	1 28.6	79.52	1 35.6	73.70	1 42.6	68.67
1 0.7	116.08	1 7.7	104.08	1 14.7	94.32	1 21.7	86.24	1 28.7	79.43	1 35.7	73.62	1 42.7	68.61
1 0.8	115.89	1 7.8	103.92	1 14.8	94.20	1 21.8	86.14	1 28.8	79.35	1 35.8	73.55	1 42.8	68.54
1 0.9	115.70	1 7.9	103.77	1 14.9	94.07	1 21.9	86.03	1 28.9	79.26	1 35.9	73.47	1 42.9	68.47
1 1.0	115.51	1 8.0	103.62	1 15.0	93.95	1 22.0	85.93	1 29.0	79.17	1 36.0	73.39	1 43.0	68.41
1 1.1	115.32	1 8.1	103.46	1 15.1	93.82	1 22.1	85.82	1 29.1	79.08	1 36.1	73.32	1 43.1	68.34
1 1.2	115.13	1 8.2	103.31	1 15.2	93.70	1 22.2	85.72	1 29.2	78.99	1 36.2	73.24	1 43.2	68.27
1 1.3	114.94	1 8.3	103.16	1 15.3	93.57	1 22.3	85.61	1 29.3	78.90	1 36.3	73.17	1 43.3	68.21
1 1.4	114.76	1 8.4	103.01	1 15.4	93.45	1 22.4	85.51	1 29.4	78.81	1 36.4	73.09	1 43.4	68.14
1 1.5	114.57	1 8.5	102.86	1 15.5	93.32	1 22.5	85.40	1 29.5	78.72	1 36.5	73.01	1 43.5	68.08
1 1.6	114.38	1 8.6	102.71	1 15.6	93.20	1 22.6	85.30	1 29.6	78.64	1 36.6	72.94	1 43.6	68.01
1 1.7	114.20	1 8.7	102.56	1 15.7	93.08	1 22.7	85.20	1 29.7	78.55	1 36.7	72.86	1 43.7	67.94
1 1.8	114.01	1 8.8	102.41	1 15.8	92.95	1 22.8	85.10	1 29.8	78.46	1 36.8	72.79	1 43.8	67.88
1 1.9	113.83	1 8.9	102.26	1 15.9	92.83	1 22.9	84.99	1 29.9	78.37	1 36.9	72.71	1 43.9	67.81



# Norman Hyde/Morris Oils Championship

RACE

1

## Round 4

Start 10.00 - 10 laps - 19.57 miles

No.	Rider	Home Town	Entrant	cc	Machine	Series Information
2	Steve Campbell	Leicester		1000	Hyde Harrier	<p>This is the penultimate round of a five race championship for these classic superbikes from a different era. Designed to bring the sights and sounds back to the track, the series boasts British, European and American bikes from the pre 1978 years.</p> <p>Bikes can have any number of cylinders and must use twin rear dampers in the classic style. Apart from that, just about anything rideable goes and the result is a wide range of bikes and a chance of any rider of machine getting the win.</p> <p><i>Points standings after the Pembrey third round:</i></p> <p>1. Sean McGee ..... 63                  2. Greg Birkett ..... 37                  3.= Martin Smith ..... 35                  3.= Dave Railton ..... 35                  5. Steve Campbell ..... 32                  6. Ray Dye ..... 29                  7. Mark Norman ..... 17                  8. Robert Gourlay ..... 16                  9. Colin Breeze ..... 15                  10. Dave Pither ..... 13</p>
3	David Rope	Wickham		750	Rickman	
4	David Pither	Moreton-in-Marsh	Commonwealth Racing	750	Triumph	
5	Jon Tollit	Droitwich		980	BMW	
6	Sean McGee	Steeple Morden		883	Ducati	
7	Ian Longstaff	Maidstone		1000	Cray BMW	
8	Robert Gourlay	Hodthorpe	Clive Spencer	830	Rob North Rocket 3	
9	Martin Smith	Spalding		900	R.G.B. Triumph	
10	Ray Dye	Ruddington		900	R.G.B.	
11	Colin Breeze	Market Harborough		890	BSA	
12	Graham Smith	Hemel Hempstead	Spyball Racing	883	Harley Davidson	
14	David Railton	Huntingdon		970	A & J Ducati	
15	Micky Carter	Burgess Hill		750	Triumph	
16	Chris Wilshaw	Solihull		900	NRE Metisse	
17	Ian Cobby	Hadfield	Bedkir Racing/ Riders of Bridgewater	883	Harley Davidson	
18	John Yeates	Much Wenlock		750	Metisse Weslake	
19	Robin Kendal	Graveny	Foundry Motorcycles	883	Harley Davidson	
31	Mark Ditchfield	Littleborough	Unity Equipe	750	Triumph Metisse	
40	Chris Foxley	Tutbury		750	BSA III	
44	Mark Norman	Bronwylfa	Jim Blomley	1000	Moto Guzzi	

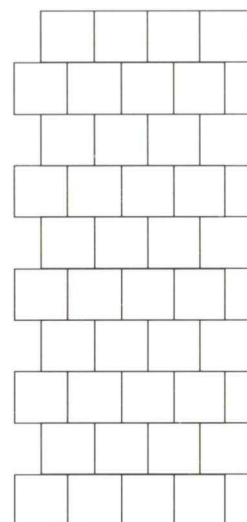
This is the penultimate round of a five race championship for these classic superbikes from a different era. Designed to bring the sights and sounds back to the track, the series boasts British, European and American bikes from the pre 1978 years.

Bikes can have any number of cylinders and must use twin rear dampers in the classic style. Apart from that, just about anything rideable goes and the result is a wide range of bikes and a chance of any rider of machine getting the win.

*Points standings after the Pembrey third round:*

1. Sean McGee ..... 63
2. Greg Birkett ..... 37
- 3.= Martin Smith ..... 35
- 3.= Dave Railton ..... 35
5. Steve Campbell ..... 32
6. Ray Dye ..... 29
7. Mark Norman ..... 17
8. Robert Gourlay ..... 16
9. Colin Breeze ..... 15
10. Dave Pither ..... 13

Grid



Lap Record: To be established

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

# RACE 2

# MRPC Supersports 400 Championship Round 8

Start 10.30 – 10 laps – 19.57 miles

No.	Rider	Home Town	Entrant	cc	Machine	Series Information
4	Jason Vincent	Earl Shilton	AP Windows/Europa Cars	250	Suzuki	
5	Mike Edwards	Wigan	Magic Wheels Honda	399	Honda	
7	Sean Emmett	Camberley	Shell Team Harris	400	Yamaha	
11	John McGuinness	Morecambe	Shell Team Harris	400	Yamaha	
14	Howard Selby	North Berwick		400	Yamaha	
17	Francis Williamson	Liss	Warr's Harley Davidson	399	Brand X	
18	Steve Tomes	Belper	Regent Developments/ Steve Sorrell	400	Yamaha	
21	Mark Farmer	Crawley		400	Yamaha	
22	Andrew Murphy	Shipton by Bewing	York Suzuki Centre	250	Suzuki	
23	Steven Cunningham	Wormit		250	Suzuki	
24	Adam Fletcher	Whittlesey		250	Kawasaki	
25	Ian Smith	Wakefield	HW Express Transport	250	Suzuki	
26	Bob Grant	Pickletillum	Shirlaw M/Cs, Aberdeen	400	Shirlaws	
27	Shaun Marston	North Wingfield	Alan Haywood Haulage	250	Suzuki	
28	David Morris	Swanwick	Chrysalis Racing	400	Yamaha	
29	Frank Swain	Wakefield		250	Suzuki	
30	Nick Sergent	Bexley Heath		250	Kawasaki	
31	Nigel John	Swansea	A & P Windows Ltd	249	Suzuki	
32	Alan Green	Bristol		249	Pro Bike	
33	Matthew Godley	Dronfield Woodhouse	Charles Freeman (Motor Cycles) Ltd	250	Suzuki	
34	Darren Perry	Chesterfield		250	Suzuki	
36	Stuart Wickens	Woodbridge		249	Suzuki	
37	Kevin Wholey	Clifton Village	Twistgrip Motorcycles (Alan Cooper)	249	Kawasaki	
38	Ian Campbell	Edinburgh	John Law Express Haulage	400	Yamaha	
39	Neil Stafford	Tibshelf		250	Suzuki	
40	Mark Langton	Scunthorpe		400	Yamaha	
41	Colin Gable	Andover	Motorcycle Centre, Stockport	400	Yamaha	
42	Tim Poole	Northwich	Northwich Motorcycles	400	Honda	
43	Steve Reape	Wakefield	Padgetts (Batley) Ltd	250	Padgetts	
44	Paul Breslin	Musselburgh		250	Suzuki	
45	Simon Gates	Middle Wallop	Geoffrey Gates	250	Kawasaki	
46	Steve Gabbott	Preston	B & M Imports	400	Yamaha	
47	Mark Priestley	Rosendale	Riders (Yeovil) Ltd	249	Suzuki	
48	Paul Brindley	Nuneaton	Mobil 1 Team Mach	400	Kawasaki	
49	Iain Duffus	Kirkcaldy	Shirlaws Racing	400	Yamaha	
69	Michael Rutter		The Motor Cycle Mart, Kidderminster	398	Kawasaki	

Supersport 400 is a major part of many of Britain's top race meetings with the introduction for the first time this year of the MRPC National Supersport 400 Championship decided over 10 rounds with £9,000 in prize money.

**Qualifying rounds:** 15 March, Cadwell Park; 22 March, Mallory Park; 18/19/20 April, Donington Park; 25/26 April, Snetterton; 20 June, Castle Combe; 21 June, Thruxton; 9 August, Mallory Park; 30 August, Donington Park; 27 September, Mallory Park; 11 October, Knockhill.

**Eligibility:** Drivers: Open only to holders of 1992 National or International Road Race Licences issued by ACU, SACU or MCUI.

**Machines:** 251-400cc, four stroke cylinders maximum, 126-250cc, two stroke two cylinders maximum.

**Points Scoring:** 1st 20, 2nd 17, 3rd 15, 4th 13, 5th 11, 6th 10, 7th 9, 8th 8, 9th 7, 10th 6, 11th 5, 12th 4, 13th 3, 14th 2, 15th 1.

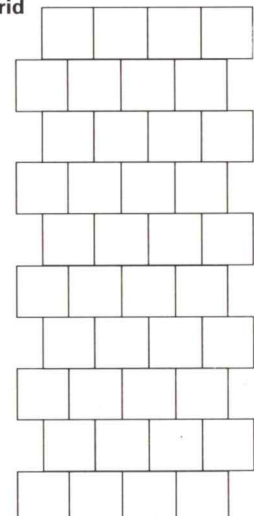
All rounds will count towards the overall championship

**Prize Fund:** 1st £200, 2nd £150, 3rd £120, 4th £100, 5th £80, 6th £70, 7th £60, 8th £50, 9th £40, 10th £30.

**Latest Points Standing:**

1. Mark Farmer ..... 111
2. Jason Vincent ..... 83
3. Steve Tomes ..... 74
4. Sean Emmett ..... 69
5. Steve Reape ..... 66
6. Howard Selby ..... 63
7. Steve Ives ..... 54
8. Jim Moodie ..... 37
- 9.= Francis Williamson ..... 34
- 9.= John McGuinness ..... 34

**Grid**



**Lap Record:** Ian McConnachie (Kawasaki) 1m 19.67s, 88.42mph (June '90)

**Results:** 1st \_\_\_\_\_ 2nd \_\_\_\_\_ 3rd \_\_\_\_\_ 4th \_\_\_\_\_ 5th \_\_\_\_\_  
 6th \_\_\_\_\_ 7th \_\_\_\_\_ 8th \_\_\_\_\_ 9th \_\_\_\_\_ 10th \_\_\_\_\_  
 Winner's Time \_\_\_\_\_ Speed \_\_\_\_\_ mph  
 Fastest Lap: No. \_\_\_\_\_ Time \_\_\_\_\_ Speed \_\_\_\_\_ mph

# MRPC 125cc Championship

## Round 10

Start 11.00 - 10 laps - 19.57 miles

RACE

3

No.	Rider	Home Town	Entrant	cc	Machine
2	Chris Palmer	Burgh by Sands		125	Honda
3	Rob Orme	West Hallam	Mobil S.A.D. Racing	125	Mobil Honda
4	Barry Stanley	Moira	Mayfield Landscapes	124	Honda
5	Jimmy Brown	Biddulph	G & B McCready	125	Honda
6	Steve Thompson	Worthington	John Davies Racing	125	Honda
8	David Lemon	Ballyherbert, NI	Gordon Huxley	125	Honda
12	Pete Jennings	Evesham	Knotts Motorcycles	125	Honda
16	Fernando Mendes	Toddington	Nick Carpenter	125	Honda
17	Julian Perry	Hinckley	SS Engineering Ltd	125	JJ Cobas
18	Martin Cox	Kings Lynn		125	Honda
24	Andy Bradford	London	C & J Wilson/Knockhill	125	Kenimoto
25	Tim Palmer	St. Albans	Chris Brendish	125	Honda
26	Greig Ramsay	Methven	Mick Partridge	125	Honda
28	Andy Hatton	Burton-on-Trent	East Midland Superbike (Derby)	125	Honda
30	Stuart Nicholls	Boston	Salmic/Nykos Racing	125	Nykos Honda
31	Mark Westmorland	Hull	Motor Cycle Shop, Tamworth	125	Honda
32	John Baker	Loughborough	Mick Ward Racing	125	Honda
33	Stuart Jones	Leeds		125	Honda
34	Michael Wilcox	Castleford	Lockside Engineering	125	Honda
35	Dean Hobson	Barnsley	SS Engineering Ltd	125	Honda
36	Mark Taylor	Oxford		125	Honda
37	Evans Boland	Whalley		125	Honda
38	Mick Lofthouse	Accrington	Ian Beverage	125	Honda
39	Ian Emberton	Leeds	Team Hazlewood Czekaj	124	Honda
40	Brian Griffin	Portishead	Breadline Racing	125	Honda
41	Kevin Fawsitt	Dagenham		125	Hyside Honda
42	Patrick Corrigan	Bamber Bridge	Raceways Motorcycles	125	ADM
43	Martin Johnson	Tynemouth	Johnsons Satellite TV	125	Honda
44	Mark Norman	Bronwyflla	Jim Blomley	125	Honda
45	Nicholas Lang	London	BAT Motorcycles International	125	Honda
46	Kevin Mawdsley	Blackpool	Raceway Motorcycles	124	Honda
*53	Matthew Ford-Dunn	Steyning	FD Racing	125	Honda
*55	David James	Godalming		125	Honda
*57	Christopher Flather	Heckmondwike	Earnshaws M/Cycles	125	Honda
*58	Lee Dickinson	Chesterfield	Galemain (Engineering Services) Ltd.	125	Honda
*59	Mark George	Burnham		125	Honda
*61	Adrian Coates	Antrim, NI	Ernie Coates Motorcycles	125	ECM
*63	Mark Coates	Newtownabbey, NI		125	Coates Honda
*64	Scott Summerfield	Matlock	Ashby Tooling	125	Honda
*65	Antony Hodson	Saxilby		125	Honda
*66	Phil Giles	Beeston		125	Honda
*67	Neil Hodgson	Burnley	MBM Racing	125	MBM Honda
*68	Jamie Robinson	Huddersfield		125	Honda
*69	Lindsay Gordon	Musselburgh	Ron Easton/Pete Banks Racing	125	Honda
70	Jason Absalon	Aylesbury		125	Honda
71	Roger Lee	Welwyn Garden City	Japanese Classic Magazine	125	Honda
72	Ray Hutchison	Richmond		124	Honda
73	Graham Harknett	Cheshunt		125	Dymak

\* Eligible for Junior award

Lap Record: Rob Orme (Honda) 1m 19.53s, 88.58mph (June '90)

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

This is a new 125cc Championship for 1992 including for the first time an under-21 series. The Championship will run over 14 rounds at Britain's top motorcycles sport venues, offering a prize fund totalling £21,000 including the under-21 awards.

**Qualifying rounds:** 15 March, Cadwell Park; 11 April, Oulton Park; 18/19/20 April, Donington Park; 25/26 April, Snetterton; 20 June, Castle Combe; 21 June, Thruxton; 19 July, Mallory Park; 9 August, Mallory Park; 23 August, Silverstone; 30 August, Donington Park; 31 August, Cadwell Park; 4 October, Snetterton; 11 October, Knockhill; 17/18 October, Brands Hatch.

**Eligibility: Drivers:** Open only to holders of 1992 National or International Road Race Licences issued by ACU, SACU or MCUI. The Championship includes a series for riders under 21 years old on 1 March 1992, for which it is necessary to register for and provide proof of age. **Machines:** Up to 125cc two stroke single cylinder.

**Points Scoring:** 1st 20, 2nd 17, 3rd 15, 4th 13, 5th 11, 6th 10, 7th 9, 8th 8, 9th 7, 10th 6, 11th 5, 12th 4, 13th 3, 14th 2, 15th 1.

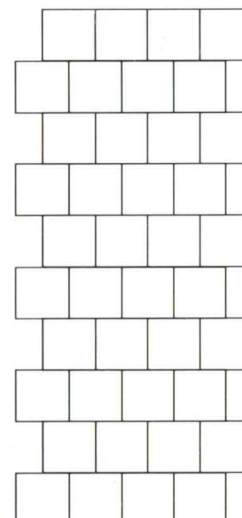
All rounds will count towards the overall championship

**Prize Fund:** 1st £250, 2nd £200, 3rd £150, 4th £100, 5th £90, 6th £80, 7th £70, 8th £60, 9th £50, 10th £40. **Under 21 Awards:** 1st £100, 2nd £90, 3rd £70, 4th £60, 5th £50, 6th £40.

**Latest Points Standing:**

1. Barry Stanley ..... 115
2. Neil Hodgson ..... 95
- 3.= Pat Corrigan ..... 88
- 3.= Fernando Mendes ..... 88
- 3.= Jimmy Brown ..... 88
6. Stuart Nicholls ..... 83
7. Greig Ramsay ..... 69
8. Steve Thompson ..... 67
9. Kevin Mawdsley ..... 52
10. Mick Lofthouse ..... 46

**Grid**



**RACES  
4  
AND  
9**

# International Pro Superbikes

**Race 4 starts 11.30, Race 9 starts 15.10 –  
Each race 15 laps – 29.36miles**

No.	Rider	Home Town/Country	Entrant	cc	Machine	Series Information
1	Udo Mark	Germany	Mitsui Racing Team	750	Yamaha	
3	Bernd Caspers	Germany	Mo-Renn Team	750	Yamaha	
4	Jim Moodie	Millerston	Francis Neill/ Norrie Lymbum	750	Kawasaki	
5	Peter Rubatto	Germany	Yamaha Laaks Racing Team	750	Yamaha	
6	Ernst Gschwender	Germany	Team Green Kawasaki (Germany)	750	Kawasaki	
7	Sven Seidel	Germany	Hein Gericke Suzuki Racing	750	Suzuki	
9	Bernhard Schick	Germany	März Ducati Racing	888	Ducati	
10	Sean Emmett	Camberley	Shell Team Harris	750	Yamaha	
11	Mark Linscott	London	Marushin KBS Team Frankfurt	750	KBS Kawasaki	
12	Thomas Stocker	Germany	Marushin-Steuck Mo Team	750	Suzuki	
13	Michael Galinski	Germany	Marushin-Team- Wellbrock	750	Honda	
14	Matt Llewellyn	Leicester	Meakin Building Supplies	750	Yamaha	
15	Jehan D'Orgeix	France		750	Kawasaki	
17	Bruno Baumann	Germany		750	Yamaha	
19	Edwin Weibel	Switzerland	DNL Marushin Ducati Team	888	Ducati	
20	Johnny Verwijst	Holland	Kawasaki BSM	750	Kawasaki	
21	Mile Pajic	Holland	Kawasaki BSM	750	Kawasaki	
22	Michael Liedl	Germany	Peter Obermair Motorrad Technik	750	Kawasaki	
30	Alex Buckingham	Barnstaple	Veco Automotive	750	Yamaha	
31	Ray Stringer	Stoke Golding	Mobil 1 SAD Racing	750	Yamaha	
32	Roger Bennett	Penicuik	GB Homes & Shopfitters	888	Ducati	
33	Simon Crafar	Louth	Castrol Honda Britain	749	Honda	
34	Claus Ehrenberger	Germany	Hein-Gericke-Suzuki- Racing	750	Suzuki	
35	David Jefferies	Shipley	Datatool Racing	750	Yamaha	
37	Attila Szabo	Hungary	AGU Team, Germany	750	Yamaha	
49	Heinz Platacis	Germany	Team Zweirad Schneider	750	Kawasaki	
69	Michael Rutter	Brierley Hill	Moto Cinelli	888	Ducati	
70	Arpad Harmati	Hungary	HB-Harma Team	750	Yamaha	
75	Rainer Jänisch	Germany	Schäfer Motorsport	750	Yamaha	
98	Michael Eberle	Germany	Team Rock Oil Bodo Schmidt Motorsport	750	Yamaha	

This is the fifth round of an eight race series for machines complying with the World Superbike regulations, which visits five countries.

**Qualifying rounds:**

April 25/26	Flugplatz Speyer
June 20/21	Colmar Berg
July 4/5	Most
July 25/26	Nurburgring
August 29/30	Donington Park
September 19/20	Augsburg
October 10/11	Assen
October 17/18	Most

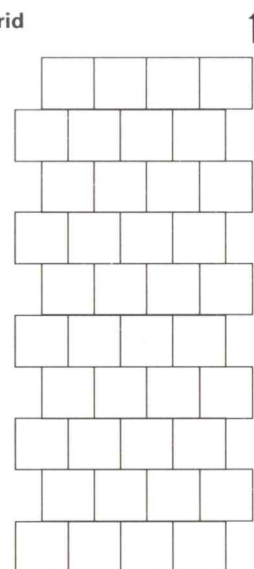
**Points scoring** is on the basis of 20-17-15-13-11-10-9-8-7-6-5-4-3-2-1.

**Championship standings are:**

- Edwin Weibel (Ducati) ..... 97
- Andreas Hofmann (Kawasaki) .84
- Klaus Liegibel (Yamaha) ..... 73
- Hayri Winter (Honda) ..... 72
- Ernst Gschwender (Kawasaki) ..... 68
- Thomas Franz (Honda) ..... 65
- Sven Seidel (Suzuki) ..... 65
- Wolfgang Hambach (Kawasaki) ..... 61
- Bernhard Schick (Ducati) ..... 56
- Bernd Caspers (Yamaha) ..... 37

*The grid for each race is determined by the qualifying times.*

**Grid**



**Lap Record:** Raymond Roche (Ducati) 1m 13.26s, 96.16mph (April '89)

**Results – Race 4:** 1st \_\_\_\_\_ 2nd \_\_\_\_\_ 3rd \_\_\_\_\_ 4th \_\_\_\_\_ 5th \_\_\_\_\_  
 6th \_\_\_\_\_ 7th \_\_\_\_\_ 8th \_\_\_\_\_ 9th \_\_\_\_\_ 10th \_\_\_\_\_  
 Winner's Time \_\_\_\_\_ Speed \_\_\_\_\_ mph  
 Fastest Lap: No. \_\_\_\_\_ Time \_\_\_\_\_ Speed \_\_\_\_\_ mph

**Results – Race 9:** 1st \_\_\_\_\_ 2nd \_\_\_\_\_ 3rd \_\_\_\_\_ 4th \_\_\_\_\_ 5th \_\_\_\_\_  
 6th \_\_\_\_\_ 7th \_\_\_\_\_ 8th \_\_\_\_\_ 9th \_\_\_\_\_ 10th \_\_\_\_\_  
 Winner's Time \_\_\_\_\_ Speed \_\_\_\_\_ mph  
 Fastest Lap: No. \_\_\_\_\_ Time \_\_\_\_\_ Speed \_\_\_\_\_ mph

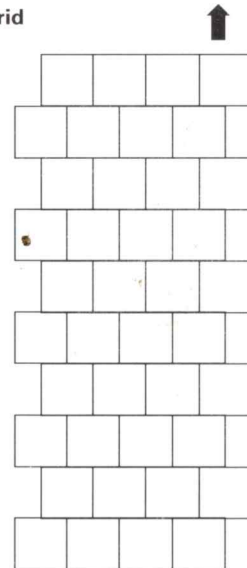
# Round 8

Start 13.00  
10 laps  
19.57 miles



No.	Rider	Home Town	Entrant	cc	Machine	Series Information
2	Mark Garside	Fleetwood	Team Cotoni	600	Cotoni Rotax	<p><b>Qualifying rounds:</b> 15 March, Cadwell Park; 11 April, Oulton Park; 3 May, Knockhill; 14 June, Mallory Park; 20 June, Castle Combe; 21 June, Thruxton; 25/26 July, Pembrey; 30 August, Donington Park; 4 October, Snetterton; 17/18 October, Brands Hatch.</p> <p>Riders' best nine results in the ten-round series count for their final score. In the event of a tie, the best ten results count.</p> <p>Grid positions are allocated in order of points scored, with the rest by ballot.</p>
3	Dave Ellerbeck	Huntingdon		600	Harris	
4	Michael Hatherill	North Wraxall		680	DTR Yamaha	
5	Stephen Wood	Harlow	Pat Wood Number Plates	600	Tigcraft	
6	Shinichiro Ohura	Stratford on Avon	Over Racing Project	600	Over	
7	Gary Cotterell	Downham Market		620	Tigcraft Rotax	
8	Perry Goldstein	London		800	Harris Suzuki	
9	Stephen Marlow	Peterborough	Newport Welding Services	600	Sinoto	
10	Steve Ruth	Sible Hedingham		600	Harris Rotax	
11	Alan Parker	Banbury		600	Hejira	
12	Martin Bartlett	Caversfield	Hejira Factory Team HRD	600	Works Hejira	
14	David Railton	Huntingdon		600	Palfrey Yamaha	
15	Peter Rayfield	Guildford	Hawco Ltd	727	Tigcraft	
16	Paul Harrison	Leicester		615	Spondon Rotax	
17	Rick Kwok	Cheltenham	Race Techniques	600	Yamaha	
18	John Laker	Pulborough	Alan Sargent	680	Tigcraft	
19	Geoff Baines	Long Buckby	Baines Racing Silverstone	600	Meztax	
21	Tony George	Burnham		600	Harris Rotax	
22	Mike Hawthorne	Redcar		600	Honda	
23	Richard Shepherd	Ormskirk		727	Suzuki	
24	Keith Whitby	Rotherham		496	Seeley	
28	David Morris	Swanwick, Hants	Chrysalis Racing	750	Suzuki	
32	Roger Bennett	Penicuik	Over Racing Project	660	Over	
42	Jonathan Sinclair	Melksham		560	KTM	
43	Robin Milton	Spaldwick		600	Harris Rotax	
44	Mark Norman	Bronwylyfa	Jim Blomley	680	Yamaha	

Grid



**Latest Points Standing:**

- 1. Dave Morris ..... 102
- 2.= John Laker ..... 84
- 2.= Paul Harrison ..... 84
- 4. Shinichiro Ohura ..... 80
- 5. Steve Ruth ..... 74
- 6. Gary Cotterill ..... 72
- 7. Geoff Baines ..... 49
- 8. Roger Bennett ..... 47
- 9. Richard Cutts ..... 35
- 10. Sean Waller ..... 33

Lap Record: To be established

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

# RACE 6

# MRPC Open Sidecar Championship Round 7

Start 13.30 - 10 laps - 19.57 miles

No.	Driver/Passenger	Home Town	Entrant	cc	Machine
1	Rob Fisher/Trevor Crone	Workington	Express Tyre Services	500	Krauser LCR
2	Eddy Wright/Peter Hill	Saxton	Eddy's Motorcycle Centre Ltd	500	LCR Krauser
4	Brian Gray/Steve Pointer	Downley	Brian Gray Motorcycles	500	LCR
5	Geoff Thomas/Ian Gaunt	Shrewsbury		500	LCR/JPX
6	David Hoskin/David James	London	Gore Racing	500	LCR ADM
7	David Lee/Richard Lee	Enfield		500	Windle ADM
8	Geraint Roberts/Guy Scott	Wistaston	Calor Gas	700	Windle Yamaha
9	Barry Fleury/Jane Fleury	Dursley		500	LCR JPX
10	Stan Cooper/Steve Heslop	Weaverham		1100	Jacobs Suzuki
11	Trevor Robinson/Richard Graham	Eccleston	Roger Watson, Motor-carburations	1100	Suzuki LCR
12	Eric Cornes/Graham Wellington	Brewood	SS Engineering	500	Ireson Krauser
14	Phillip Croft/Peter Wilson	Royston		1100	Suzuki
15	Kieron Kavanagh/Stephen Campbell	Herne Hill		500	LCR Krauser
16	Steve Dobson/Liz Dobson	Runcorn		1100	Windle Suzuki
18	Gordon Shand/John Hennigan	Auchentiber	Motor Cycle Services	1100	Shand
19	Neil Hodges/Gray Broadley	York	Encase Packaging Ltd	500	LCR Krauser
20	Ian Hannam/Bob Preece	Bream		1127	Suzuki
21	Ian Guy/TBA	Greenford	TIG Racing	500	Windle ADM
22	Kevin Webster/Julian Tailford	Heworth	Express Tyre Service, Lockerbie	500	Krauser LCR
23	Kevin Tomlinson/Cerwyn Jones	Corwen		700	Ireson Yamaha
24	Barry Brindley/Scott Whiteside	Bawtry	Dennis Trollope Racing	500	Fowler Yamaha
25	Kenny Howles/Phil Coombes	Kidderminster	Motorcycle Mart	500	Ireson KRA

This Sidecar Championship has a prize fund of £16,500 over the 11 round from March to October.

**Qualifying rounds:** 15 March, Cadwell Park; 29 March, Thrupton; 18/19/20 April, Donington Park; 25/26 April, Snetterton; 19 July, Mallory Park; 23 August, Silverstone; 30 August, Donington Park; 31 August, Cadwell Park; 27 September, Mallory Park; 11 October, Knockhill; 17/18 October, Brands Hatch.

**Eligibility:** Drivers and Passengers: Open only to holders of 1992 National or International Road Race Licences issued by ACU, SACU or MCUI. **Machines:** 401-750cc, two stroke or 701-1300cc four stroke, 4 cylinders maximum.

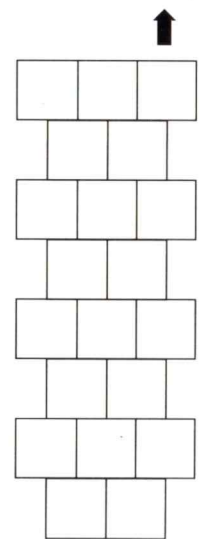
**Points Scoring:** 1st 20, 2nd 17, 3rd 15, 4th 13, 5th 11, 6th 10, 7th 9, 8th 8, 9th 7, 10th 6, 11th 5, 12th 4, 13th 3, 14th 2, 15th 1.

All rounds will count towards the overall championship

**Prize Fund:** 1st £400, 2nd £300, 3rd £200, 4th £150, 5th £125, 6th £100, 7th £80, 8th £70, 9th £50, 10th £25.

- Latest Points Standing:**
- Howles/Coombes/Pointer ..... 80
  - Brindley/Whiteside ..... 57
  - Butler/Barkley ..... 49
  - = Robinson/Graham ..... 47
  - = Hoskin/James ..... 47
  - Webster/Tailford ..... 39
  - Shand/Hill ..... 38
  - Bell/Cornbill ..... 32
  - Dixon/Houghton ..... 31
  - Fisher/Crone ..... 30

Grid



Lap Record: Webster/Hewitt (Yamaha) 1m 14.5s, 94.56mph (May '89)

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

The results for this race meeting at DONINGTON PARK are processed by UNISYS COMPUTER

# "King of Donington"



## Superbike Challenge

**RACES**  
**7**  
**AND**  
**12**

**Race 7 starts 14.00, Race 12 starts 17.00 – Each race 15 laps – 29.36miles**

No.	Rider	Home Town	Entrant	cc	Machine	Series Information
1	Rob McElnea	Gainsborough	Loctite Yamaha	750	Yamaha	
2	Mark Farmer	Crawley	Groundwork South East	588	Roton	
3	John Reynolds	Nottingham	Team Green Kawasaki	750	Kawasaki	
4	Jim Moodie	Millerston	Francis Neill/Norrie Lymbum	750	Kawasaki	
5	James Whitham	Huddersfield	Team Grant	750	Suzuki	
6	Brian Morrison	Kinghorn	Team Green Kawasaki	750	Kawasaki	
7	Carl Fogarty	Blackburn		888	Ducati	
8	Robert Holden	Rotherham	Tillston Yamaha	750	Yamaha	
10	Phil Borley	Southend on Sea	Julian Soper M/Cs	749	Honda	
11	Mark Linscott	London	Marushin KBS Team Frankfurt	750	KBS Kawasaki	
12	Simon Buckmaster	Hertford	Du Buisson Racing	749	Harris Yamaha	
14	Matt Llewellyn	Leicester	Meakin Building Supplies	750	Yamaha	
20	Robert Dunlop	Shenstone	JPS Norton Racing	588	JPS Norton	
22	Derek Crutchlow	Coventry		750	Yamaha	
23	Terry Rymer	Shenstone	JPS Norton Racing	588	JPS Norton	
24	John Barton	Rochester	Morgan Read & Sharman Ltd	750	Honda	
25	Andrew Corbett	Leamington Spa	Knotts Motorcycles of Stratford on Avon	749	Kawasaki	
26	Dave Seagrave	Attenborough	Killhart Racing	750	Suzuki	
27	Nev Lewendon	Selsey		750	Yamaha	
28	Richard Defago	Caterham		749	Honda	
29	John Schoenemann	Bromyard		750	Kawasaki	
30	Alex Buckingham	Barnstaple	Veco Automotive	750	Yamaha	
31	Ray Stringer	Stoke Golding	Mobil 1 SAD Racing	750	Yamaha	
32	Roger Bennett	Penicuik	QB Homes & Shopfitters	888	Ducati	
33	Simon Crafar	Louth	Castrol Honda Britain	749	Honda	
35	David Jefferies	Shipleigh	Datatool Racing	750	Yamaha	
36	Paul Mackley	Northallerton	Team Polstar	600	Honda	
37	Neil Dove	Surbiton	Chessington M/C	750	Yamaha	
38	Peter Boast	Market Rasen	GFS Racing	750	Yamaha	
39	Simon Watson	Saffron Walden	Searings (1988) Ltd	750	NWS Yamaha	
40	Shaun Harris	Newbury	Best of Bikes	749	Suzuki	
41	David Smith	Ashbourne		750	Yamaha	
43	Robin Milton	Spaldwick		750	Kawasaki	

The world's number one Motor Cycle Newspaper and Britain's top promoters, the MRPC, organise this 10 round, 20 race challenge on 8 of the country's top circuits from Thruxton in March to Brands Hatch in October.

**Qualifying rounds:** 29 March, Thruxton; 11 April, Oulton Park; 25/26 April, Snetterton; 5 July, Knockhill; 19 July, Mallory Park; 23 August, Silverstone; 30 August, Donington Park; 31 August, Cadwell Park; 27 September, Mallory Park; 17/18 October, Brands Hatch. *2 legs per meeting.*

**Eligibility:** *Drivers:* Open only to holders of 1992 National or International Road Race Licences issued by ACU, SACU or MCUI. *Machines:* 702-750cc four stroke, four cylinder, 751-1000cc four stroke, twin cylinder (including the Norton Rotary) complying with FIM Regulations.

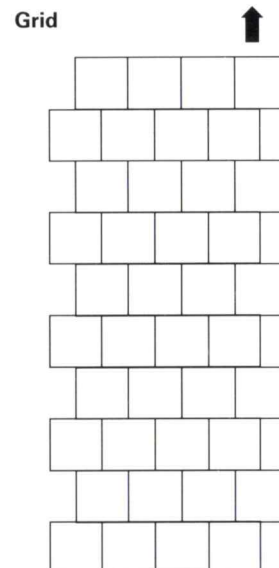
**Points Scoring:** 1st 20, 2nd 17, 3rd 15, 4th 13, 5th 11, 6th 10, 7th 9, 8th 8, 9th 7, 10th 6, 11th 5, 12th 4, 13th 3, 14th 2, 15th 1.

**Prize Fund:** 1st £650, 2nd £450, 3rd £340, 4th £230, 5th £210, 6th £190, 7th £170, 8th £150, 9th £130, 10th £110, 11th £100, 12th £90, 13th £70, 14th £60, 15th £50. Total Prize Fund: £3,000 per leg.

**Latest Points Standing:**

1. John Reynolds ..... 212
2. Rob McElnea ..... 137
3. Simon Crafar ..... 110
4. Robert Dunlop ..... 103
5. James Whitham ..... 98
6. Brian Morrison ..... 97
7. David Jefferies ..... 62
8. Carl Fogarty ..... 54
9. Ron Haslam ..... 52
10. Iain Simpson ..... 50

The grid for each race is determined by qualifying times.



**Lap Record:** Terry Rymer (Loctite Yamaha) 1m 12.8s, 96.68mph (June '90)

**Results – Race 7:** 1st \_\_\_\_\_ 2nd \_\_\_\_\_ 3rd \_\_\_\_\_ 4th \_\_\_\_\_ 5th \_\_\_\_\_  
 6th \_\_\_\_\_ 7th \_\_\_\_\_ 8th \_\_\_\_\_ 9th \_\_\_\_\_ 10th \_\_\_\_\_  
 Winner's Time \_\_\_\_\_ Speed \_\_\_\_\_ mph  
 Fastest Lap: No. \_\_\_\_\_ Time \_\_\_\_\_ Speed \_\_\_\_\_ mph

**Results – Race 12:** 1st \_\_\_\_\_ 2nd \_\_\_\_\_ 3rd \_\_\_\_\_ 4th \_\_\_\_\_ 5th \_\_\_\_\_  
 6th \_\_\_\_\_ 7th \_\_\_\_\_ 8th \_\_\_\_\_ 9th \_\_\_\_\_ 10th \_\_\_\_\_  
 Winner's Time \_\_\_\_\_ Speed \_\_\_\_\_ mph  
 Fastest Lap: No. \_\_\_\_\_ Time \_\_\_\_\_ Speed \_\_\_\_\_ mph

The winner on aggregate time of the two races will be the King of Donington and will receive from the Donington Park Racing Association Club, The Squib Burton Trophy. The trophy is a 15" high silver cup which as the Evening Chronicle Challenge Cup was won outright by Squib Burton at the White City Speedway Track in 1929 at a meeting involving all British Dirt Track Racing Association riders and visiting teams. Squib Burton was Donington's first race winner on the 25th May 1931 on a 348cc Raleigh and in 1981 he presented this trophy to the D.P.R.A.C. for use as an annual Challenge Trophy for solo motorcycles at Donington. Previous winners of the trophy include John Gaaney, Brian Morrison, Terry Rymer and Ron Haslam.

# Don't just watch – try it!

Everyone of you out there on the spectator bankings must at some time or other had the sudden urge to take to the track and be a racer, rather than just a spectator.

Now, there is the opportunity for you to do just that. The newly launched Donington Yamaha Race School will offer professional tuition, with no less than British champion Rob McElnea as the chief instructor. It is reckoned that the Donington School will be Britain's most advanced offering highly personalised tuition, with one instructor to every two pupils.

You are assured of an action packed day at the circuit, worth every penny of the £150 fee – you will be riding one of the school's fleet of 25 double TT winning Yamaha FZR 400RR SP supersport's models around Britain's motorcycle racing grand prix circuit.

McElnea is delighted with his role: "I gladly accepted the job of chief instructor because I believe that the combination of Yamaha machinery and the Donington Park circuit provides an exciting day for everyone looking to improve riding skills and racing techniques."

His team of instructors will ensure you receive the best and your big day at Donington will shape up like this – on arrival, signing on in reception, a welcoming cup of coffee in the briefing room and for starters, a case of getting down to basics.

This is designed to introduce you fully to the Donington circuit and includes

important information about flag signals and other safety factors.

It also gives you the time and opportunity to get to know your instructor.

Don't worry about protective equipment. We'll kit you out with the very best safety equipment, including leathers, helmet, gloves and boots.

Then you and your Yamaha accelerate out onto the circuit for a good warm up session.

With that under your belt it's time to return to the pits for a brief analysis of how you are shaping up, prior to your next set of lessons.

Your instructor will point out any areas for improvement and demonstrate how to correct them.

You'll learn how to control your machine more efficiently in readiness for the intermediate lap practice which follows. This stage of the day is when you will really advance towards racing. And if you've got racing in your blood, this is sure to get your blood racing! But stand by to change up through the gears – the best is yet to come.

Here's where you get to see Rob McElnea in action! Sit tight and watch an exhilarating 10-minute video including shots of Rob taking his works Yamaha through its paces around Donington.

After that amazing display of nerve and skill, the Yamaha rider is there to answer your questions.

Ready for the big one? It's time to zoom back out onto the circuit for an advance session, where you can put all you've learned into practice – in safety and at speed.

Now you'll know if you've got what it takes to become a racer. So once more into the classroom for a de-briefing Racecraft Seminar and a final exchange of questions and answers.

At the end of this thrilling course, you'll go home not only carrying a special "How to Start Racing" presentation pack, but with many exciting memories of a day you'll never want to forget!

McElnea sums up the day long course. "Donington Yamaha Motorcycle School's advanced teaching methods will give you a flying start into the world of Road Racing!"

The dates the Donington Yamaha School is operational on, are:

Tuesday September 1st	Monday October 19th
Monday September 7th	Wednesday October 28th
Monday September 14th	Saturday November 7th
Monday September 28th	Sunday November 8th
Friday October 9th	Friday November 20th
Wednesday October 14th	Wednesday November 25th

Donington Park reserve the right to alter any of their prices and dates without notice.

1992  
RACE  
MEETINGS



DATE	MEETING	ADMISSION:	
		Trackside Adult On Day	Trackside Adult In Advance
Sunday September 13	HSCC Historic Car Championship Races	£7	£5
Saturday September 19*	Qualifying for September 20	£3	–
<b>SUNDAY SEPTEMBER 20*</b>	<b>ESSO BRITISH TOURING CAR &amp; BRITISH FORMULA 3 MEETING</b>	<b>£10</b>	<b>£8</b>
Sunday September 27	BRSCC Clubmans Car Races	£7	£5
Saturday October 10*	Qualifying for October 11 & TOYOTA F3 FINAL	£3	–
<b>SUNDAY OCTOBER 11*</b>	<b>HALFORDS BRITISH F2 CHAMPIONSHIP FINAL</b>	<b>£10</b>	<b>£8</b>
Sunday October 18	BARC Championship Car Races	£7	£5
<b>SUNDAY OCTOBER 25</b>	<b>INTERNATIONAL MOTORCYCLE DAY OF CHAMPIONS</b>	<b>£8</b>	<b>£5</b>
<b>SUNDAY NOVEMBER 1</b>	<b>INTERNATIONAL SALOON CAR FIREWORK FESTIVAL</b>	<b>£8</b>	<b>£6</b>
<b>SUNDAY NOVEMBER 24</b>	<b>LOMBARD RAC RALLY STAGE</b>	<b>£7</b>	<b>£1</b>

\* denotes GP circuit meeting.

Accompanied Children, 15 years and under, admitted free of charge at all meetings, except to the Lombard RAC Rally Special Stage

To purchase advance tickets at the reduced prices, send your order (cheques payable to Two Four Sports Ltd.) to: Booking Office, Two Four Sports, Donington Park, Castle Donington, Derby DE74 9BR. Tel. No. 0332 850955/810048 or ring 0602 483456 for credit card order.

**ACCESS FOR DISABLED:** At all meetings, on payment of normal trackside admission fee, A **FREE** Infield Vehicle Access will be issued by prior arrangement and on receipt of a copy of a disability certificate. Contact the booking office, **0332 850955** for further information.

**SENIOR CITIZENS CONCESSIONS:** Senior Citizens will receive a 50% discount at 'on-day' prices to Special Trackside enclosures on production of proof at time of payment. This offer does not apply to any advance booking prices.

Keep in touch with the news  
**DONINGTON EVENTS LINE**  
**0891 333582**

Calls charged 36p per minute cheap rate, 48p all other rates

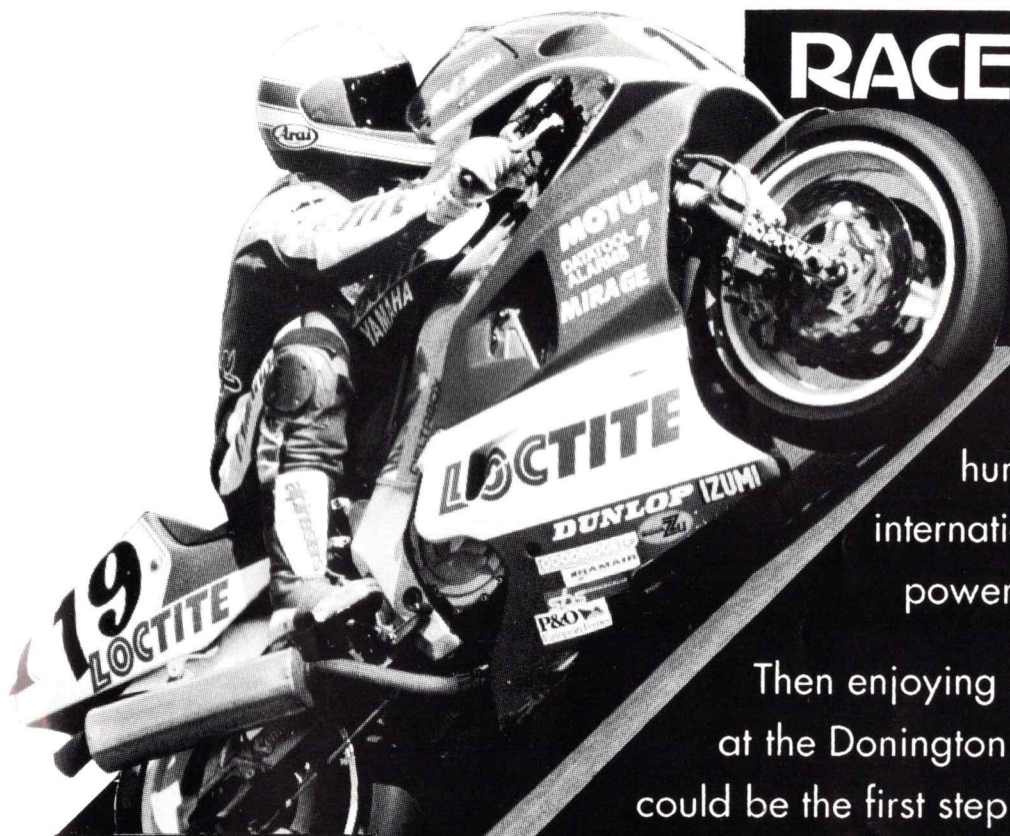


# Britain's most advanced motorcycle school



# YAMAHA

# RACE SCHOOL

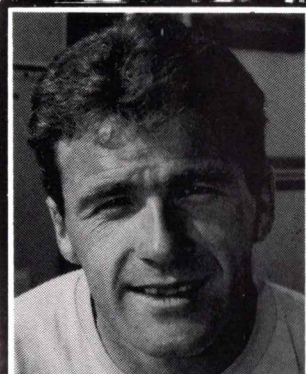


Ever imagined yourself as another Rob McElnea, hurtling around a famous international circuit on a sleek, powerful Yamaha machine?

Then enjoying an action-packed day at the Donington Yamaha Race School could be the first step towards making your dream a reality! Designed to test motorcycle and rider to the limit, the challenging Donington circuit is a fitting venue for the most advanced motorcycle school in Britain.

**Ring Rebecca on: 0507 343445 for a FREE colour brochure and information on discounts for group bookings.**

Donington Yamaha Race School  
FREEPOST, Castle Donington, Derby DE7 2RP



"Donington Yamaha Motorcycle School's advanced teaching methods will give you a flying start into the world of Road Racing!"

*Rob Mac:*

RACE

8

# MRPC 250cc Championship

## Round 11

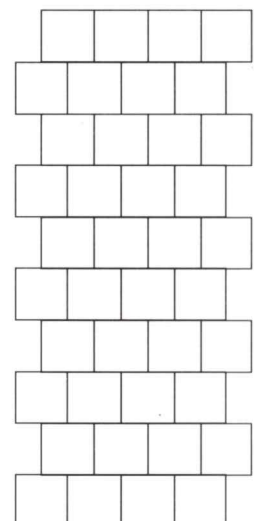
Start 14.40 – 12 laps – 23.48 miles

No.	Rider	Home Town	Entrant	cc	Machine	Series Information
1	Paul Brown	Gainsborough	Loctite Yamaha	250	Yamaha	<p>This prestigious 250cc Championship commands an excellent prize fund of over £25,000 and is decided over 14 rounds.</p> <p><b>Qualifying rounds:</b> 15 March, Cadwell Park; 22 March, Mallory Park; 11 April, Oulton Park; 18/19/20 April, Donington Park; 25/26 April, Snetterton; 20 June, Castle Combe; 21 June, Thruxton; 5 July, Knockhill; 9 August, Mallory Park; 23 August, Silverstone; 30 August, Donington Park; 31 August, Cadwell Park; 4 October, Snetterton; 11 October, Knockhill.</p> <p><b>Eligibility:</b> <i>Drivers:</i> Open only to holders of 1992 National or International Road Race Licences issued by ACU, SACU or MCUI. <i>Machines:</i> 201–250cc with dispensation for 301–350cc two stroke Yamaha machines with non-crankcase reed valve induction. Supersport 400cc machines are not eligible.</p> <p><b>Points Scoring:</b> 1st 20, 2nd 17, 3rd 15, 4th 13, 5th 11, 6th 10, 7th 9, 8th 8, 9th 7, 10th 6, 11th 5, 12th 4, 13th 3, 14th 2, 15th 1.</p> <p><i>All rounds will count towards the overall championship</i></p> <p><b>Prize Fund:</b> 1st £400, 2nd £300, 3rd £200, 4th £180, 5th £150, 6th £140, 7th £120, 8th £100, 9th £80, 10th £60, 11th £40, 12th £30.</p> <p><b>Latest Points Standing:</b></p> <ol style="list-style-type: none"> <li>1. Paul Brown ..... 141</li> <li>2. Alan Carter ..... 132</li> <li>3. Ian McConnachie ..... 123</li> <li>4. James Haydon ..... 105</li> <li>5. Nigel Bosworth ..... 98</li> <li>6. Iain Challinor ..... 95</li> <li>7. Mark Barker ..... 74</li> <li>8. David Heal ..... 67</li> <li>9. Adrian Clarke ..... 47</li> <li>10. Steve Sawford ..... 46</li> </ol>
2	Alan Carter	Louth	Castrol Honda Britain	249	Honda	
3	Nigel Bosworth	Stoke Golding	Motul Yamaha	250	Yamaha	
5	Ian Newton	Burscough		250	Aprilia	
6	Steve Sawford	Sandy	DTR/St. Neots Motorcycle Co Ltd	250	Yamaha	
8	David Lemon	Ballyherbert, NI	Gordon Huxley	250	Honda	
9	Iain Challinor	Stafford	Padgetts (Batley) & Price Racing	249	Padgetts Yamaha	
10	Tim Couzens	South Luffenham	SM Mail Order	250	Yamaha	
12	Mark Barker	Gainsborough	Keppel Racing	250	Yamaha	
14	Adrian Clarke	Langley Mill	VHE Construction	250	Yamaha	
16	David Heal	Hailsham	Dave Heal Racing	250	Monster	
17	Paul Booler	Market Harborough	David Booler & Co	250	Honda	
18	Mick Otter	Rotherham	Rusling Auto Recovery	250	Yamaha	
19	Tony Goldstraw	Hulland Ward		250	Yamaha	
22	James Haydon	Amersham	Team Great Britain	250	Yamaha	
23	Darren Mitchell	Elland	Panda Plant (Elland) Harpowa	250	Yamaha	
24	Graham Unwin	Amersham		250	Yamaha	
25	Crispin Buckland	Newhaven	Aprilia Motor UK	250	Aprilia	
26	Greig Ramsay	Methven	Mick Partridge	250	Yamaha	
27	David Irons	Lincoln	Office Maintenance Services	250	Yamaha	
28	Mike Pomfret	Newcastle	A. Sutcliff & Sons	250	Yamaha	
29	Carl Salvage	Alsager	Keppel Racing	250	Yamaha	
30	Mark Snell	Corringham	Dave Bexon Racing	250	Yamaha	
32	Neil Higgs	Chippenham		250	Yamaha	
33	Lyndon Powell	Douglas, IoM	Dennis Trollope Racing	250	Yamaha	
34	Ian Higson	Bolton	I. Higson Ltd	250	Yamaha	
35	Darrell Higgins	Melksham	DTR/Graydon Motors	249	Yamaha	
36	Russell Brook	Shipley	Longbottom & Green/Watkinson Haulage	250	Yamaha	
37	Jonathan Lester	Yoxall	Lesters Dyno Tune Rolling Road	249	Yamaha	
38	Jason Griffiths	Pontypool		249	Yamaha	
39	Nick Hopkins	St. Martins, Guernsey		249	Yamaha	
40	Chris Foxley	Tutbury		250	Yamaha	
41	Paul Blackmore	Terrington St. Clement	PJE Racing	250	Yamaha	
42	Nigel Froud	Maidstone	Ian Leslie (Racing) Ltd	250	Yamaha	
43	Steve Reape	Wakefield	Padgetts (Batley) Ltd	250	Yamaha	
44	Ian McConnachie	Ashover	Graham Harris	250	MAC	
45	Phil Meldrum	Warrington		250	Yamaha	
46	Adrian Butcher	Canterbury	David Brown Racing	250	Yamaha	
47	Mark Linton	Guildford	FCL Racing	249	Yamaha	
48	David Rawlins	Cannock	Gerard Brown Racing/Chase Tooling	250	Yamaha	
49	Daniel Watson	Stafford	Intaduct	250	Honda	
50	Lee Pullan	Harrogate	Manton Freezer Freight	250	Yamaha	
51	Chris Hancock	Tamworth		250	Yamaha	
52	Jon Hope	Rugeley	Chantenay Team Racing	250	Yamaha	
53	Graeme Mitchell	Preston		247	Aprilia	
54	David Pickering	Newport		250	Yamaha	
55	Chris Morley	Littleton	Team Morley	250	Honda	
69	Michael Rutter	Brierley Hill	The Motor Cycle Mart, Kidderminster	248	Honda	

Lap Record: Steve Hislop (Honda) 1m 14.52s, 94.55mph (June '90)

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

Grid



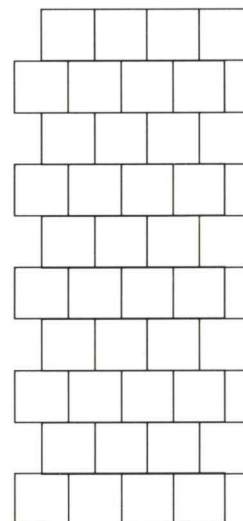
# International Historic Racing Organisation BRITISH HISTORIC GRAND PRIZE

**RACE  
10**

**Start 15.50 - 15 laps - 29.36 miles**

No.	Rider	Country	Machine	cc	Year of Manufacture
<b>CLASS A - 500cc MACHINES:</b>					
1	Bob Newby	GB	Mularney Manx	498	1972
3	Dave Woolsey	GB	Seeley Matchless	496	1971
4	Patrick Godet	F	Matchless G50	496	1971
5	Bill Wright	GB	Seeley Matchless	496	1971
6	Graham Hurst	GB	Arter Matchless	496	1969
7	No Scholl	NL	BMW	500	1957
8	Ton Groot	NL	Seeley Goldstar	493	1969
9	Bart Vogel	NL	Seeley Goldstar	493	1969
10	Yves Biraud	F	Matchless G50	496	1961
11	Alan Cathcart	GB	Matchless G50	496	1962
12	John Hurlstone	GB	Hansen Honda	500	1971
14	Marten Morren	NL	Seeley Matchless	496	1969
15	Hans Buskermolen	NL	Seeley BSA	493	1959
16	Gilbert Guignard	CH	Seeley Matchless	496	1971
17	Peter Brown	GB	Seeley Matchless	496	1970
18	Jan de Jong	NL	Seeley BSA	500	1969
19	Cor Elbersen	NL	Manx Norton	500	1954
<b>CLASS B - 350cc MACHINES:</b>					
30	Colin Breeze	GB	Aermacchi	350	1970
31	Reg Arnold	GB	Ducati	350	1972
32	Anthony Ainslie	GB	Ducati	350	1970
33	Dave Varney	GB	Beart Aermacchi	344	1968
34	John Holder	GB	AJS 7R	348	1957
35	Eric Anderson	GB	Ducati	349	1969
36	Nigel Lacey	GB	Ducati	350	1967
37	Roger Munsey	GB	AJS 7R	349	1962
38	Marcel Doodeman	NL	Ducati	250	1964
39	Phil Woodall	GB	Aermacchi	344	1968
40	Ruud Breedt	NL	Ducati	250	1967
41	Trevor Barnes	GB	Moto Guzzi	348	1953
42	Jonathon Sinclair	GB	Aermacchi	350	1967
43	Alan Drage	GB	Manx Norton	350	1958
44	Rob Wingrave	GB	Manx Norton	350	1961
45	Kevin Breedon	GB	Bultaco TSS	244	1967
46	Jose Mas Bahillo	E	Ducati	350	1968
47	Peter Crew	GB	Aermacchi	350	1967

Grid



Lap Record: To be established

**Results - Class A:** 1st \_\_\_\_\_ 2nd \_\_\_\_\_ 3rd \_\_\_\_\_ 4th \_\_\_\_\_ 5th \_\_\_\_\_  
 6th \_\_\_\_\_ 7th \_\_\_\_\_ 8th \_\_\_\_\_ 9th \_\_\_\_\_ 10th \_\_\_\_\_  
 Winner's Time \_\_\_\_\_ Speed \_\_\_\_\_ mph  
 Fastest Lap: No. \_\_\_\_\_ Time \_\_\_\_\_ Speed \_\_\_\_\_ mph

**Results - Class B:** 1st \_\_\_\_\_ 2nd \_\_\_\_\_ 3rd \_\_\_\_\_ 4th \_\_\_\_\_ 5th \_\_\_\_\_  
 6th \_\_\_\_\_ 7th \_\_\_\_\_ 8th \_\_\_\_\_ 9th \_\_\_\_\_ 10th \_\_\_\_\_  
 Winner's Time \_\_\_\_\_ Speed \_\_\_\_\_ mph  
 Fastest Lap: No. \_\_\_\_\_ Time \_\_\_\_\_ Speed \_\_\_\_\_ mph

# RACE 11



# Superteen Championship Round 8

Start 16.30 – 10 laps – 19.57 miles

No.	Rider	Home Town	Entrant	cc	Machine
4	Richard Wynn	Burnley	Motul Oils	400	Yamaha
6	Jonathan Peacock	Diss		248	Kawasaki
7	Lee Masters	Runcorn		250	Suzuki
8	Matthew Beasley	Penrith	Penrith Motorcycles	250	Suzuki
9	Lee Humphries	Geddington		250	Suzuki
14	Stuart Nightingale	Southampton	T.K. Welding Services	400	Yamaha
15	Paul Howdle	Chesterfield		250	Kawasaki
16	Simon Marsh	Penhurst		250	Suzuki
17	Neil Baker	East Brent	T.M.B. Patterns Ltd	250	Kawasaki
18	Damion Batley	Tunbridge Wells	John Harris Motorcycles	250	Suzuki
19	Danny Godwin	London	Godwin Racing	250	Suzuki
20	Aaron Phillips	Old Woking		248	Suzuki
23	John Pearson	Cottingham		250	Suzuki
24	Torquill Paterson	Perth	Moss Motorcycles	250	Suzuki
26	Scott Loughlin	Carrickfergus		250	Kawasaki
27	Carl James	Downham Market		250	Suzuki
28	Roki Read	Addlestone		249	Kawasaki
30	Peter Berwick	Canterbury	DB Racing	250	Kawasaki
31	Tim Smith	Bacup		400	Kawasaki
33	Gary Walker	Wisbech		250	Suzuki
34	Robin Howdle	Chesterfield		250	Kawasaki
35	Jeremy Ryan	London	Frontiers	250	Suzuki
36	Paul Randall	Burntwood		250	Kawasaki
37	Steven Innes	Stanley		250	KR1S
39	Samuel Harrison	Penhurst		250	Suzuki
44	Andrew Tinsley	Redditch	Knotts M/Cs	249	Suzuki
46	Danny Bishop	Minster-on-Sea		250	Kawasaki
47	Steve Carroll	Hessle		250	Kawasaki
48	Edward Baines	Ingleton via Carnforth		250	Kawasaki
60	Callum Ramsay	Perth	Moss Motorcycles	250	Suzuki
69	Brian Moffitt	Manchester		250	Suzuki

The Motor Cycle News Superteen series was inaugurated last year and was a resounding success. It is open to novice and restricted licence holders being run over 12 rounds across the country, at Britain's leading circuits.

**Qualifying rounds:** 29 March, Thruxton; 11 April, Oulton Park; 3 May, Donington Park; 4 May, Brands Hatch; 5 July, Knockhill; 19 July, Mallory Park; 23 August, Silverstone; 30 August, Donington Park; 31 August, Cadwell Park; 27 September, Mallory Park; 4 October, Snetterton; 17/18 October, Brands Hatch.

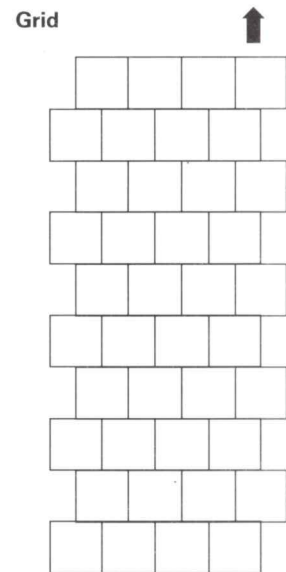
**Eligibility: Drivers:** Open only to holders of 1992 National or International Road Race Licences issued by ACU, SACU or MCUI. The series is only open to riders under the age of 20 on 1 March 1992. All competitors must register for this championship and provide proof of age. **Machines:** Every motorcycle entered must meet the requirements as stated in the ACU Standing Regulations for Supersport 400 machines. At least one machine will be stripped after each round at a maximum cost of £100 to the organisers, riders found with illegal machinery will be excluded from the championship and have to pay all costs.

**Points Scoring:** 1st 20, 2nd 17, 3rd 15, 4th 13, 5th 11, 6th 10, 7th 9, 8th 8, 9th 7, 10th 6, 11th 5, 12th 4, 13th 3, 14th 2, 15th 1.

**Prize Fund:** 1st £1000, 2nd £275, 3rd £225, 4th £175, 5th £125, 6th £100, 7th £75, 8th £50, 9th £25, 10th £15. **Additional Novice Awards:** 1st £30, 2nd £20, 3rd £10.

**Latest Points Standing:**

1. Richard Wynn .....	101
2. Callum Ramsay .....	98
3. Sam Harrison .....	92
4. Roki Read .....	73
5. Lee Masters .....	67
6. Jon Peacock .....	65
7.= Brian Moffitt .....	59
7.= Damion Bailey .....	59
9. Scott Loughlin .....	37
10. Stewart Miller .....	36



**Additional Awards:** *Barnes and West Brickwork Contractors:* Pole Position Award; *P&O Ferries:* Fastest Lap Award; *Frank Thomas Leathers:* Man of the Meeting; *Neo Synthetic Oil:* Most Improved Rider, and *Two Four Sports:* Concoors Award of £50.

**Lap Record:** Darren Mitchell (Suzuki) 1m 18.74s, 90.35mph (Nov '91)

**Results:** 1st \_\_\_\_\_ 2nd \_\_\_\_\_ 3rd \_\_\_\_\_ 4th \_\_\_\_\_ 5th \_\_\_\_\_  
 6th \_\_\_\_\_ 7th \_\_\_\_\_ 8th \_\_\_\_\_ 9th \_\_\_\_\_ 10th \_\_\_\_\_  
 Winner's Time \_\_\_\_\_ Speed \_\_\_\_\_ mph  
 Fastest Lap: No. \_\_\_\_\_ Time \_\_\_\_\_ Speed \_\_\_\_\_ mph

# BARNES & WEST

BRICKWORK CONTRACTING SPECIALIST  
and GENERAL BUILDER

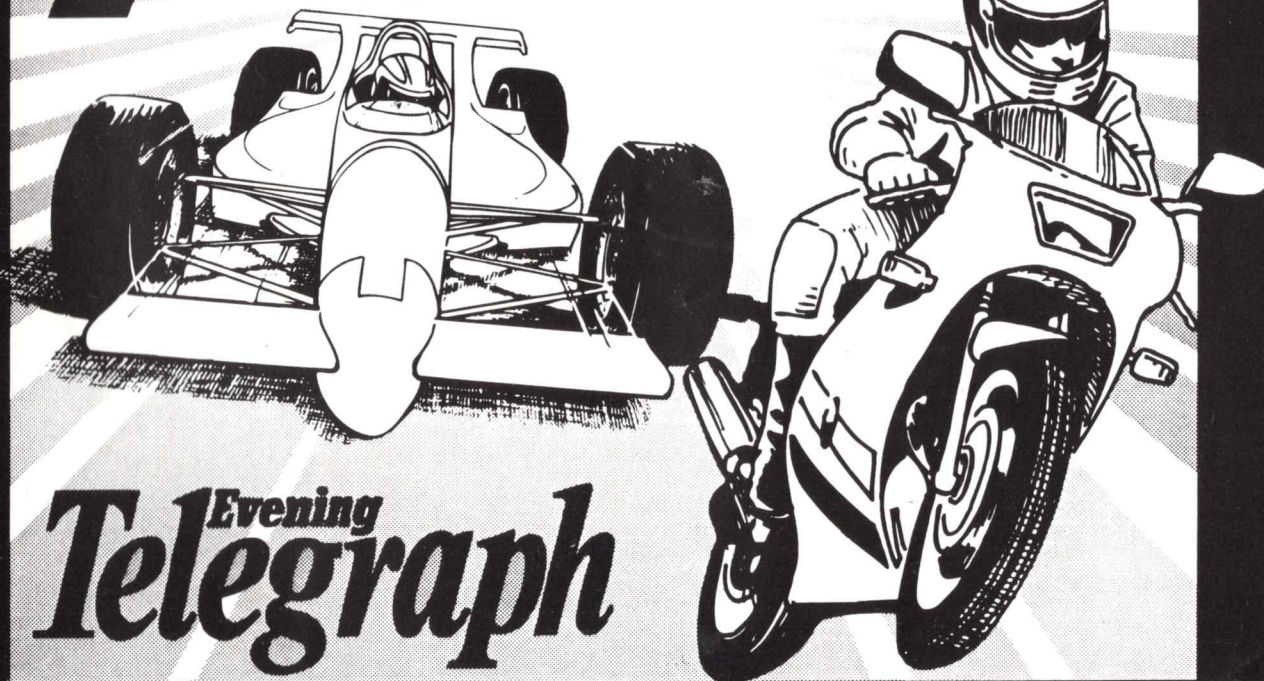


The Specialist, large scale sub-contract brickwork operators throughout the Midlands are delighted to support the 1992 Motor Cycle News Superteen Championship.

Best wishes to everyone involved. Here's to a safe and exciting season and we look forward to presenting the Barnes and West pole position award at each round.

*Barnes and West, Trentvale House, Morton, Southwell, Nottingham NG25 0UT.  
Telephone 0636 830189 or 0836 627449*

**1<sup>st</sup> for sport  
six days  
a week**



# RACE 13

# MRPC Supersport 600 Championship Round 6

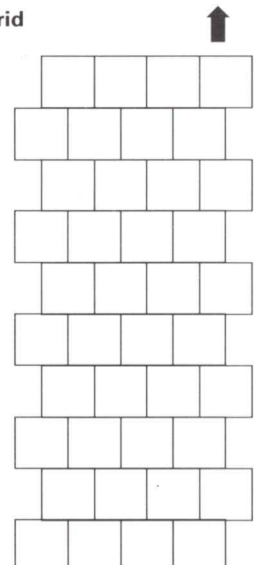
Start 17.40 – 10 laps – 19.57 miles

No.	Rider	Home Town	Entrant	cc	Machine	Series Information
2	Mark Farmer	Crawley		600	Yamaha	<p>This 11 race Championship boasts a superb prize fund of over £12,000.</p> <p><b>Qualifying rounds:</b> 22 March, Mallory Park; 18/19/20 April, Donington Park; 20 June, Castle Combe; 21 June, Thruxton; 23 August, Silverstone; 30 August, Donington Park; 31 August, Cadwell Park; 27 September, Mallory Park; 4 October, Snetterton; 11 October, Knockhill; 17/18 October, Brands Hatch.</p> <p><b>Eligibility:</b> Drivers: Open only to holders of 1992 National or International Road Race Licences issued by ACU, SACU or MCUI.</p> <p><b>Machines:</b> 600cc Supersport specification with 401–600cc, four stroke engines, maximum four cylinders.</p> <p><b>Points Scoring:</b> 1st 20, 2nd 17, 3rd 15, 4th 13, 5th 11, 6th 10, 7th 9, 8th 8, 9th 7, 10th 6, 11th 5, 12th 4, 13th 3, 14th 2, 15th 1.</p> <p><i>All rounds will count towards the overall championship</i></p> <p><b>Prize Fund:</b> 1st £250, 2nd £200, 3rd £130, 4th £110, 5th £100, 6th £90, 7th £70, 8th £60, 9th £50, 10th £40.</p> <p><b>Latest Points Standing:</b></p> <ol style="list-style-type: none"> <li>1. Mark Farmer 85</li> <li>2. Mike Edwards 66</li> <li>3. Steve Tomes 51</li> <li>4. Sean Emmett 50</li> <li>5. Dave Martin 49</li> <li>6. Howard Whitby 47</li> <li>7. Iain Simpson 40</li> <li>8. Phil Borley 39</li> <li>9. Andy Corbett 27</li> <li>10. Colin Gable 24</li> </ol>
3	Phil Borley	Southend-on-Sea	Julian Soper M/C	600	Honda	
4	Jim Moodie	Millerston	Francis Neill/ Norrie Lymbum	600	Honda	
5	Mike Edwards	Wigan	Magic Wheels Honda	599	Honda	
6	Colin Gable	Andover	Magic Wheels Honda	599	Honda	
7	Sean Emmett	Camberley	Shell Team Harris	600	Yamaha	
8	Robert Holden	Rotherham	Tillston Yamaha	600	Yamaha	
14	Howard Selby	North Berwick		600	Honda	
16	Howard Whitby	Wakefield	SS Engineering	600	Honda	
17	Dave Martin	Southall	RAP Superbikes	600	Yamaha	
18	Steve Tomes	Belper	Regent Developments/ Stuart Sorrell	600	Yamaha	
20	Chris Simmons	Cheadle	"Thermograde"	600	Yamaha	
22	Mark Wainwright	Beverley	Andy Jackson Car Sales	600	Yamaha	
23	Steven Cunningham	Wormit		600	Honda	
24	Mark Kennedy	Burton-on-Trent	HKS Motors/JJ Racing	600	Honda	
26	Bob Grant	Pickletillum	Shirlaws M/Cs, Aberdeen	600	Double 'M'	
27	Andy Barwell	Droitwich	W.A.S. Autocentre	600	Honda	
28	Steven Marks	Godalming		600	Honda	
30	Robin Hill	Lancaster	W.A. Corless	600	Yamaha	
31	Mark Ditchfield	Littleborough	Unity Equipe	600	Honda	
32	Kenny Moore	Aberdeen		600	Honda	
33	Tommy Bailey	Sunderland		600	Honda	
34	Andrew Corbett	Leamington Spa	Knotts Motorcycles of Stratford on Avon	600	Yamaha	
35	Iain Macpherson	Glasgow		600	Honda	
36	Paul Mackley	Northallerton	Team Polstar	600	Honda	
37	Andrew Pallot	Bury St Edmunds	Bowers Motorcycles	600	Yamaha	
38	Dave Redgate	Orpington	Mobike Bromley	600	Honda	
39	Jason Vincent	Earl Shilton	AP Windows/ Europa Cars	600	Honda	
42	Tim Poole	Northwich	Northwich Motorcycles	600	Yamaha	
43	Philip Knowles	Houghton le Spring	Miller M/Cs	599	Yamaha	
44	Geoffrey Knowles	Houghton le Spring	Miller M/Cs	600	Honda	
45	Chris Pool	Pickering		600	Honda	
49	Iain Duffus	Kirkcaldy	Shirlaws Racing	600	Honda	

Lap Record: Geoff Johnson (Yamaha) 1m 15.99s, 92.72mph (June '90)

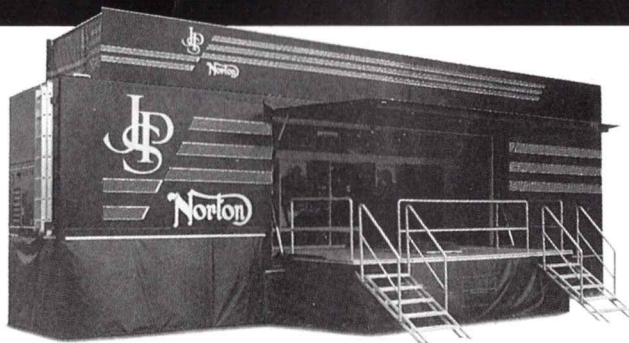
Results: 1st \_\_\_\_\_ 2nd \_\_\_\_\_ 3rd \_\_\_\_\_ 4th \_\_\_\_\_ 5th \_\_\_\_\_  
 6th \_\_\_\_\_ 7th \_\_\_\_\_ 8th \_\_\_\_\_ 9th \_\_\_\_\_ 10th \_\_\_\_\_  
 Winner's Time \_\_\_\_\_ Speed \_\_\_\_\_ mph  
 Fastest Lap: No. \_\_\_\_\_ Time \_\_\_\_\_ Speed \_\_\_\_\_ mph

Grid



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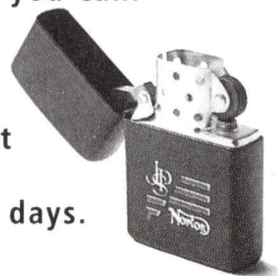
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It's crammed with quality accessories and merchandise from 10p to an arm and a leg.



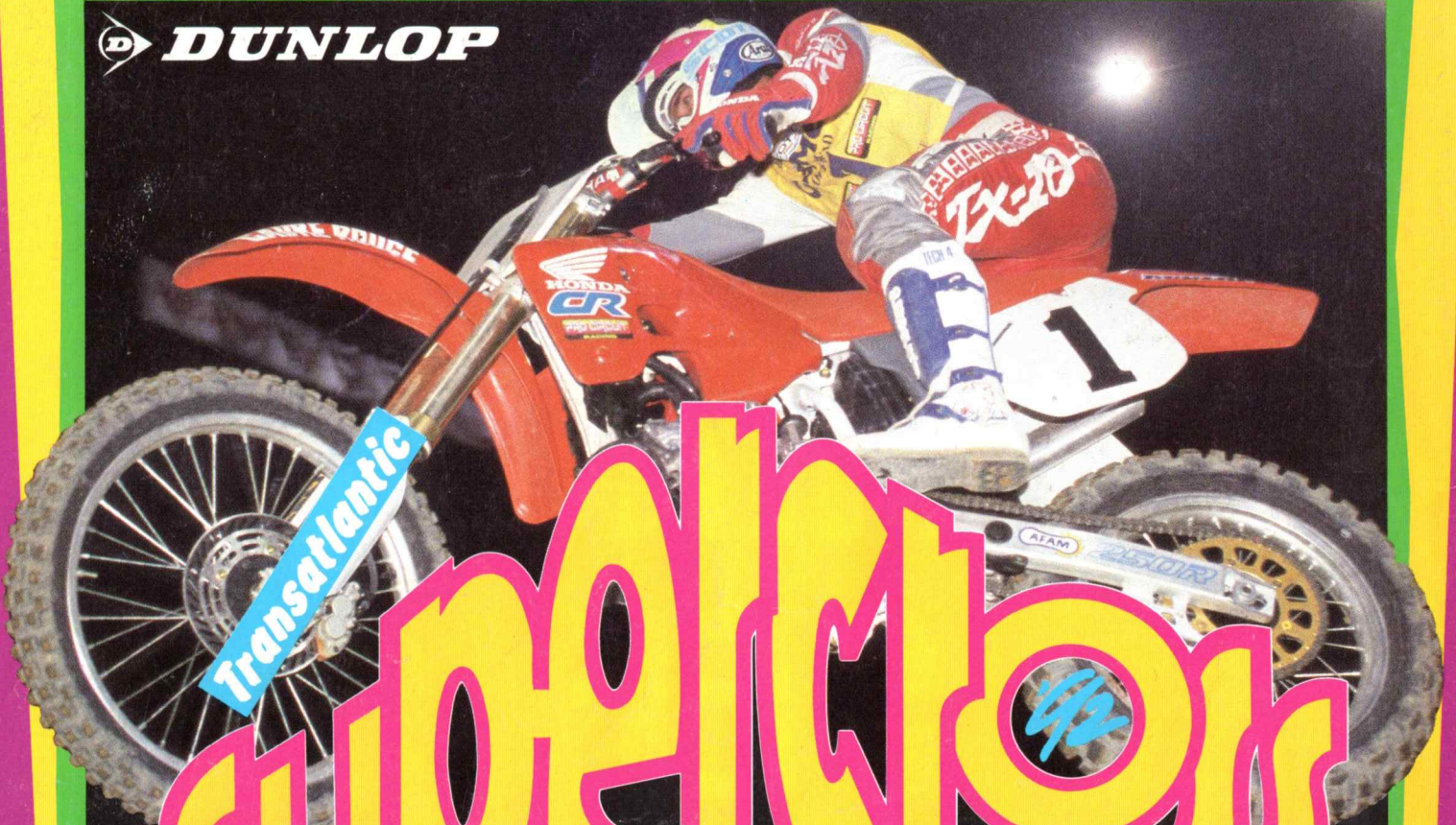
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# Supercross

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11th · 12th · 13th DECEMBER 1992**

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**LARRY WARD** / **MIKE KIEDROWSKI** / **JEREMY BUEHL** / **BILLY LILES** / **GREG ALBERTIJN** / **DAVE STRIJBOS**  
**ERIC KEHOE** / **JAMIE DOBB** / **WARREN EDWARDS** / **PAUL MALIN** / **ROB HERRING** / **DARYL ATKINS**  
**CHAD SMANJAK** / **THIERRY GODFROID** / **WERNER DEWIT** / **JAIMY SCEVENELS** / **EDDY SEEL**  
**THE DUPASQUIER BROTHERS**  
**RYAN HUNT** / **MATT GORDON** / **BARRY JOHNSON** / **MATT BATES** / **PAUL COOPER** / **KARL PRESTWOOD**  
**PLUS MORE RIDERS TO BE ANNOUNCED PLUS LIGHTS, LASERS & FIREWORKS SHOW**

**PROGRAMME**

**FRIDAY DECEMBER 11:**

TransAtlantic Supercross practice  
 + National Supercross Meeting  
 Doors open 5 pm - Programme starts 7 pm

**SATURDAY DECEMBER 12:**

TRANSATLANTIC SUPERCROSS  
 Supported by Stars of Tomorrow  
 Supercross + Style Competition  
 Doors open 4 pm - Programme starts 7 pm

**SUNDAY DECEMBER 13:**

TRANSATLANTIC SUPERCROSS  
 Supported by Stars of Tomorrow  
 Supercross + Style Competition  
 Doors open 4 pm - Programme starts 7 pm

**ADVANCE TICKET BOOKING FORM**

**Saturday December 12**

PREMIER SEATS @ £23.50 - Adult or Child  
 STANDARD SEATS @ £20.00 - Adult or Child

**Sunday December 13**

PREMIER SEATS @ £23.50 - Adult or Child  
 STANDARD SEATS @ £20.00 - Adult or Child

**Friday December 11**

ALL SEATS @ £5.00 - Adult or Child

No. Required	Total	Please send the tickets to:
.....	.....	
.....	.....	Address _____
.....	.....	_____
.....	.....	_____
TOTAL	£ .....	Post Code _____

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**Note: Personal callers to NEC (no booking fee on cash, cheque or credit card transactions).**

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