

KING OF BRANDS

- 1965 DEREK MINTER
- 1966 BILL IVY
- 1967 RON CHANDLER
- 1968 DAVE CROXFORD
- 1969 PETER WILLIAMS
- 1970 PAT MAHONEY
- 1971 BRIAN KEMP
- 1972 BARRY SHEENE
- 1973 BARRY SHEENE
- 1974 BARRY DITCHBURN
- 1975 BARRY DITCHBURN
- 1976 DAVE POTTER
- 1977 BARRY SHEENE
- 1978 CLIVE PADGETT
- 1979 STAN WOODS
- 1980 STAN WOODS
- 1981 DAVE POTTER
- 1983 TONY HARRIS

CHAMPION OF BRANDS

- 1984 DAMON HILL
- 1985 GARY WESTON
- 1986 PETER DALBY
- 1987 DAVE HEAL
- 1988 TIM BOURNE
- 1989 NIGEL FROUD
- 1990 JAMES BUNTON
- 1991 JAMES BUNTON
- 1992 JAMES BUNTON

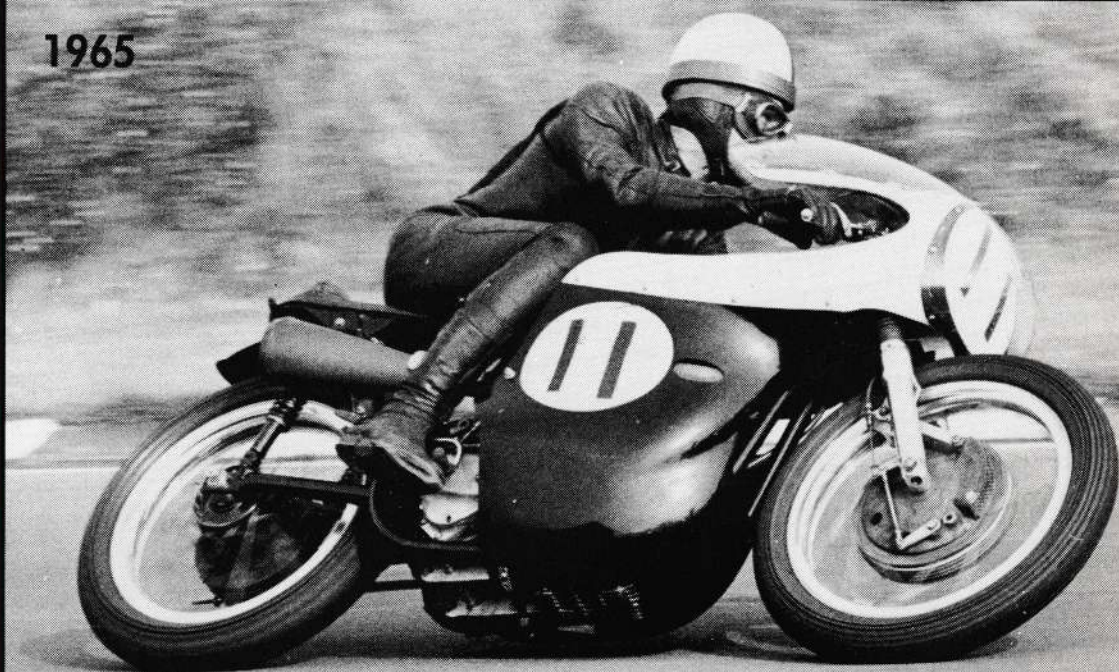
CHAMPION OF BHL

- 1993 ROBERT DOUGLAS

KING OF BRANDS

NATIONAL MOTORCYCLE RACES

1965



1994?



ORGANISED BY



SUNDAY 10th APRIL 1994

OFFICIAL
PROGRAMME

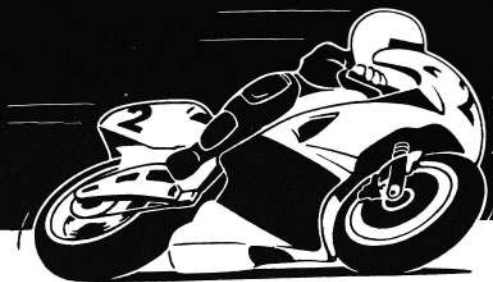
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See inside for conditions of admission



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WELCOME TO



BRANDS HATCH KING OF BRANDS Sunday 10th April 1994

PRACTICE:

10.00-10.10	Superbike/TT FI only
10.15-10.35	Formula 400
10.40-11.00	250cc
11.05-11.25	Supersport 600
11.30-11.50	125cc
11.55-12.15	Super Mono Series/Battle of the Twins
12.20-12.40	King of Brands
12.45-13.05	Open Sidecars

LUNCHBREAK

Racing will start at 14.15

Race 1	12 Laps	King of Brands (Leg 1)
Race 2	10 Laps	125cc Race
Race 3	12 Laps	250cc Race
Race 4	10 Laps	Sidecars Race
Race 5	12 Laps	King of Brands (Leg 2)
Race 6	10 Laps	Formula 400 Race
Race 7	10 Laps	Supersport 600 Race
Race 8	10 Laps	Super Mono Series/Battle of the Twins

A National Road Race Meeting for Motor Cycles held under the National Sporting Code of the ACU and Supplementary Regulations of the Club.

ACU Permit No: 1227
Permanent Circuit Licence No: 006

CONDITIONS OF ADMISSION

Motor racing is dangerous and persons attending the meeting do so at their own risk.

It is a condition of admission that all persons having any connection with the promotion and/or organisation and/or conduct of the meeting, including the owners of the land, and the drivers and owners of the vehicles, are absolved from all liability arising out of accidents, howsoever caused, resulting in damage and/or personal injury to spectators, pass and ticket holders, or to their goods or vehicles.



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Meet the winners of Brands past glory

Today we welcome to this special occasion many of the heroes of track. It is the first time such a group of champions has been gathered here together. As you may be aware, this is the first time for eleven years that the title of 'King of

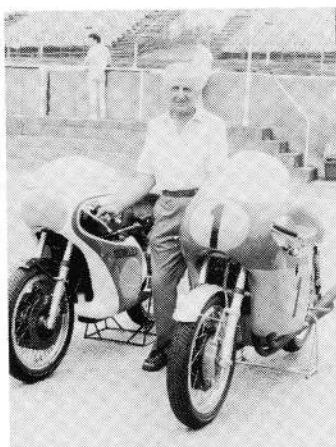


James Bunton will be here to honour the occasion.

Brands' is up for grabs.

To commemorate this occasion, many of the previous winners are here today to witness the revival of the event. They can be seen in the Kentagon from 11:00 for about an hour where you will be able to meet them and get their autographs, before they go off during lunch to the track, to relive past achievements. Some will be riding round the circuit on their original bikes for the first time in years.

Those not riding will be on the artic truck, supplied by L.V. Transport, Gravesend. So don't miss this unique occasion to meet past winners.



First winner Derek Minter.

Photo by: Kerry Dunlop

Sponsors' numbers up

The Grand Prix bosses seem to have no problem in allocating requested riding numbers. Niall Mackenzie will race with the number 50 this season instead of the 9 he is entitled to...the position he

finished in the 500 World Championships. His new sponsor is Slick 50, the American oil treatment product, hence his new number, and extra coverage for the company.

Padgett gains unique Japanese deal

Clive Padgett was in the news recently when the family business, Pagett's of Batley, were chosen by Honda to operate the first HRC service shop outside of Japan.

Most of the Castrol Honda Britain race teams and staff were at the launch which Mr. Padgett, a Director of the company, described as a unique event. He said:

"To become the first operators of a Honda Racing Corporation service shop outside of Japan is not only a tremendous boost for us but also for British motor cycling as a whole."

Pits now showing final shape



Visitors to Brands Hatch will see that the pits complex is almost complete. The entire structure is now in place and the scaffolding and plastic sheets, which have been disguising the form of the new control tower and offices, have now been removed. The Grand Prix paddock has been resurfaced, and it is now a case of 'fitting out' the buildings before the whole project is complete.

Marshall returns to racing

Roger Marshall, former British champion and one time publican, is now back in the racing groove as co-ordinator of the Medd Team comprising Ray Stringer, Robert Dunlop and James Haydon.

"It is great to be back at the sharp end," he said, "and seeing our lads succeed will give me as much satisfaction as winning myself." We have yet to see if Marshall's advice has rubbed off on the riders.



Roger Marshall in his racing days.

Photo by: Barrie Lynn

However, part of his duties include keeping the team fit. Marshall is a great believer in gruelling exercises to build up stamina.

The Sheene dynasty continues?

Could there really be a new Barry Sheene on the way? It is reported that 18-year-old Scott Smart, nephew of the great rider and son of Paul Smart, the former Triumph works

rider, took three second places in only his third event at Snetterton recently. He rides a 400cc Yamaha and lies second in the New Era Formula 400 club series.

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Young contenders push for the title

Since young Michael Rutter threw his leg over his Ducati at the start of the season, the 21-year old Brierly Hill rider has been worrying the big boys. After a relatively poor season last year, Rutter is now well on the way to becoming the country's hottest superbike prospect.

After taking a second and a third place from the powerful Yamaha team at the Mallory Park opener, he took a hard fought second place behind Phil Borley's mighty Norton at Oulton Park.

His 888cc Ducati, used by Carl Fogarty last season to win the North West 200 and Donington Supercup, was bought for him by McCullochs garden machinery firm and both sponsors and Rutter are delighted with the results so far.

"I am much happier this year and waiting now for my first victory," said Rutter, whose father Tony won four TT Formula 2 races between 1981 and 1985 on a Ducati.

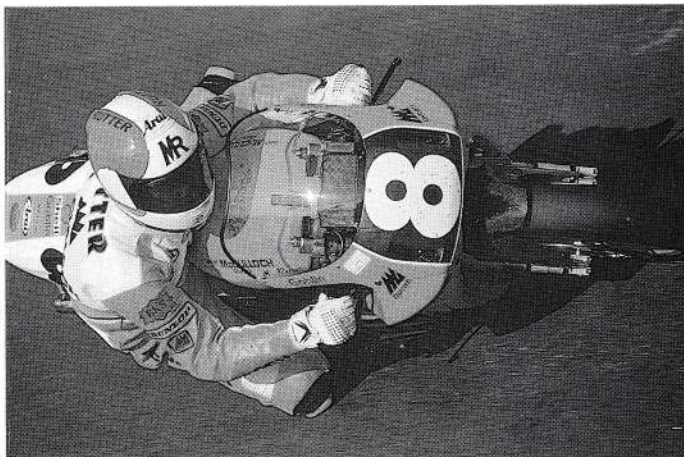


Photo by: Mark Wernham

Matt shows early promise to worry the works teams.

Another rider who is putting the frighteners on the major teams at national level is Leicester's Matt Llewellyn, riding one of the latest 926 Ducatis. He too seems to have been inspired by his new mount and at Cadwell Park's Lincs Grand

National he convincingly beat the Phil Borley-Ian Simpson Norton duo by nearly 11 seconds.

At Oulton Park, the day before, he was third, pushing Simpson's Norton into fourth place while at Mallory he took

a third and a fourth behind Rutter. It would seem that with privateers such as Rutter and Llewellyn on form, the outcome of the Supercup '94 may not be the simple predictable outcome.

(Please see page 11)



Photo by: Steve Ann

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Going for the Brands honours!



Southend's Phil Borley on his way to victory on the 588cc Duckhams Norton at Oulton Park two weeks ago.

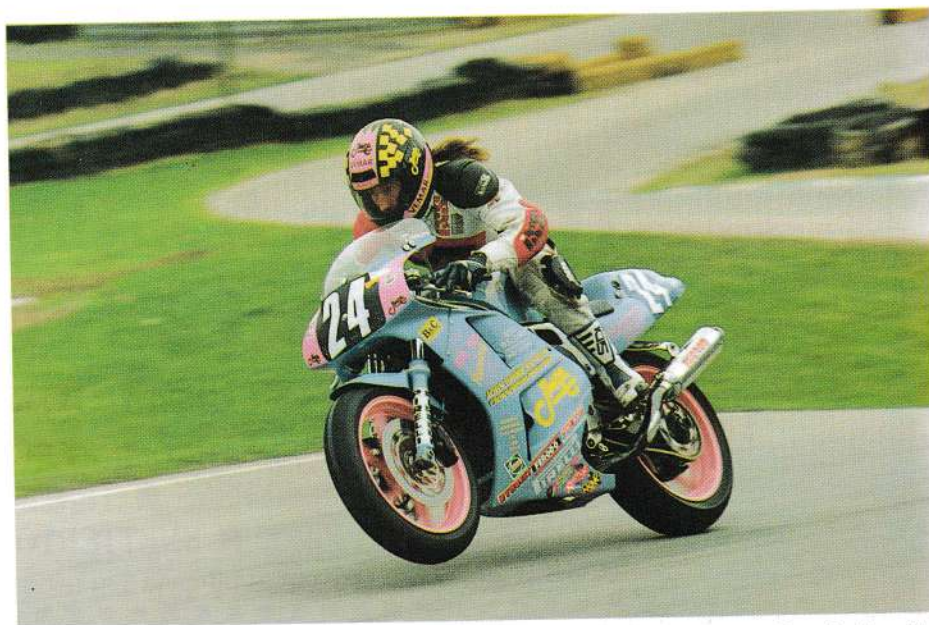
Photo by: Mark Wernham

Competitors come from far and wide to contest the King of Brands race. There is something very special about the honour of being the King of Brands Hatch and when other titles are long forgotten, the accolade from the famous Kent venue retains a coveted place in the memory. Today is the first King of Brands event since 1983 (although the Champion of Brands series has run since then) and everyone will be eagerly seeking that prestigious title.

There will be stiff competition for honours today in the feature race, to be run over two 12-lap legs. It is difficult to forecast who the new King will be as there are so many potential winners. Many would predict one of the two Norton men, Phil Borley or Ian Simpson. Their machines certainly have the pedigree and both have enjoyed a good start to the season.

Ducati

Borley, from Southend-on-Sea, shot to victory at Oulton Park two weeks ago and Simpson was fourth. At Cadwell the following day, Borley was second ahead of Simpson in third. However, in both races there were two riders determined to show their worth - and they did! Privateers Matt Llewellyn and Michael Rutter, both on Ducatis, certainly made a race of it with the Norton boys.



Damien Bailey hopes to pose a threat to probable winner Iain Duffus in today's Formula 400 race. Photo by: Peter Hart

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Iain Duffus won the Formula 400 race at Oulton Park a fortnight ago and will be hoping to do the same again today! Photo by: Mark Wernham

The pair took second and third at Oulton, and Leicester's Llewellyn hammered the Norton duo at Cadwell to win by a substantial margin. Michael Rutter is likely to be a serious contender in today's King of Brands race after his second place at Oulton. He and Llewellyn will be looking to give the Norton duo another tough battle.

Former King of Brands Dave Heal, from Hailsham, is recovering from an injury but maintains that he will be fit enough to have a good stab at winning the title again. Youngster David Jefferies, on a Ducati, is capable of proving a threat to all of the front-runners, as too is Nigel Nottingham and Alex Buckingham.

125cc surprise win

Steve Patrickson should be able to repeat his 125cc success at Cadwell today, particularly since his rivals Mick Lofthouse and Kevin Mawdsley (who is nursing an injured wrist) are not planning to race today. The surprise of the day at Oulton Park was 19-year-old Darren Barton who snatched victory in the 125cc race.

Steve Sawford is the most likely victor for the today's third race for the popular 250cc machines. This category always provides an exciting race, particularly with the likes of Adrian Butcher, Paul Booter and Mike Pomfret chasing Sawford for the spoils.

Fife's Iain Duffus is expected to dominate the Formula 400 field but Damion Bailey, from Tunbridge Wells, took third and second places at Oulton and Cadwell two weeks ago and will be pushing the Scot hard. Gavin Lee will be hoping for some of the attention today as well.

Ian Simpson, the reigning 400cc champion, swaps his 588cc Norton to a 696cc Yamaha for the battle in the Supersport 600 race. He was runner-up to Jim Moodie in both 400cc and 600cc championships last year and has two 600cc victories under his belt so far this year. Competing against the likes of Iain Duffus, Damion Bailey and Iain MacPherson, another win will not be easy! Former Superteen rider Jonathan Peacock is now seeking to earn his crust at national level and will be aiming for a top six finish.

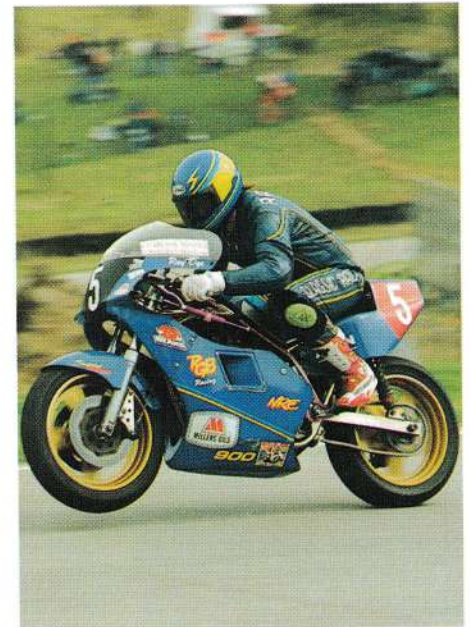
The New Era Super Mono series seems to be on its way up and up! There is an impressive entry for the singles, and Roger Banks will be hoping to repeat his Oulton success. He will face competition, however, from riders such as Gary Cotterell and Steve Ruth.

A clutch of Ducatis, a couple of Triumphs and a Moto Guzzi comprise the grid for the Battle of the Twins. Edward Hurst took the honours last time out at Cadwell on his Ducati, followed by Caterham's Richard Defago (Moto Guzzi) and Martin Smith (Triumph). They're all running for the top spots again today.

The open sidecar field is sure to produce plenty of action with Roger Lovelock and passenger Jeff Haines going all out to improve on their third place at Cadwell.

Visitors to Brands today will be spectacularly entertained with the motorcycle action provided - especially in races one and five! Who will add their name to the illustrious list?

● by George Turnbull



Ray Dye finished second in class in the Battle of the Twins race at Cadwell two weeks ago. Photo by: Peter Hart



David Jefferies will be giving it his best shot on his 926cc Duacati in the King of Brands race. Photo by: Clive Adlard

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Brands Roll of Honour

Derek Minter 1965

"I have to confess that during my first races at Brands I was so nervous I could hardly eat my breakfast, and nearly always felt sick as starting time drew near....It was the tension, the quietness before the flag dropped."

The sentiments of Derek Minter as he relived the moments of his prime. Or perhaps it was just stage fright at meeting Lulu, who presented him with the winning title of first official winner in 1965. Victories at the Isle of Man TT, becoming the first rider to lap the mountain at 100 mph on a single cylinder machine, 350cc and 500cc British Champion for four consecutive years ('58 onwards) were just some of the honours gained, all from his beginnings on a 500 BSA Gold Star in 1953.

Bill Ivy 1966

Although only 5ft 3in tall, Bill was one of racing's most flamboyant characters. He began racing when he was 17 at Brands and won the British Championship for the first time in '65.

A year later he took the 'King of Brands' title away from the Brands King, Derek Minter and also won the 125cc World Championship. In '68 he was runner-up to Phil Read in the 250cc.

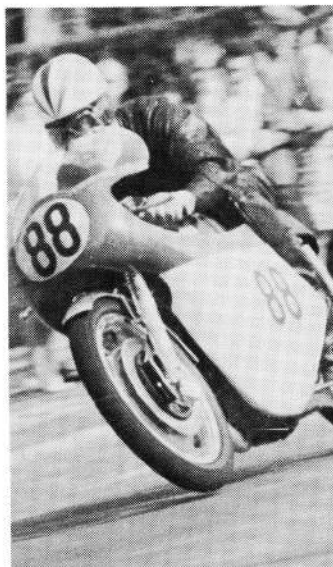
Bill joined Jawa for the '69 season but was fatally injured in practice for the East German GP. His lap record for a four cylinder 125cc Yamaha at the TT stood for more than 20 years, and is remembered annually in the Bill Ivy Trophy meeting at Cadwell Park.

Ron Chandler 1967

Ron first took to the track in '59, riding a G45 Maxis Twin, before moving onto the G50 model and competing in club meetings. A professional for

ten years, one main highlight of his career was winning the 500cc British Championship in '67.

The Grand Prix venues beckoned, and many 24-hour



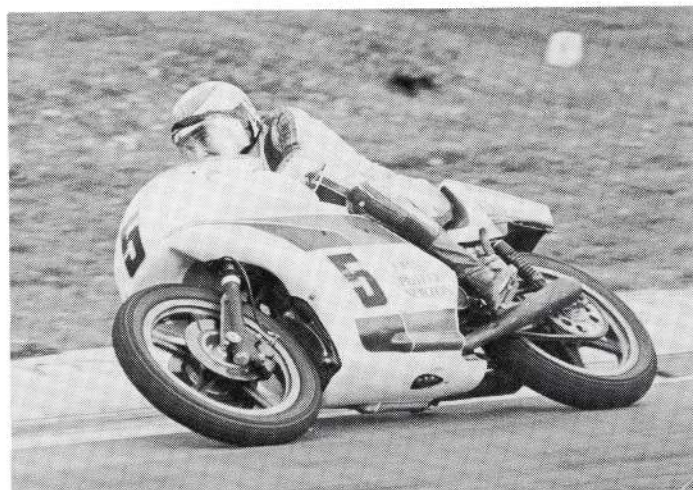
Ron Chandler on a Matchless G50 at Brayhill in the Isle of Man TT.

and endurance races followed. Victory in the 200-mile Rouen event was achieved in '73 on a Triumph. Later, Ron moved onto 4-cylinder Yamahas before calling it a day in '75, as the family became the main point of attention.

Dave Croxford 1968

Dave had varied success on a 350cc and 500cc Seeley back in the late sixties. A good year was '68 as different titles were won ('King of Brands', 'Master of Mallory', 'Lord of Lydden' and 'Race of Aces' at Snetterton).

He followed it up the season after with the 500cc British Championship, before he claimed a ride with Mick Grant and Phil Read on the John Player Norton in '71. Further victories resulted in Dave claiming the 750cc British Championship in '74 and winning the TT on the 'Slippery Sam', the 750cc Triumph Trident.



1968 'King of Brands' Dave Croxford who had many title successes that year.

Photo by: Brian Holder

Peter Williams 1969

Perhaps more popularly known for his Isle of Man days, Peter reminds us of his fond memories.

"Although race-goers might remember me from those long-ago days at the Isle of Man, that seem so recent, I remember the short and Grand Prix circuits more vividly, and mostly coming second.

"I have been second at Monza, Hohenheim, as well as the Isle of Man. Circuits where I did get results were Imola, Assen, Laguna Seca, Mallory Park, and Silverstone."

"But I always feel I have

come home when I return to Brands. Two of my best days were firstly when I won the King of Brands and later in my career beating Agostini, each occasion on Tom Arter's Matchless."

Pat Mahoney 1970

Pat recalls vividly the day he took the crown.

"The 'King of Brands' rules in 1970 dictated that a contender must score high place points in three different classes (250cc, 350cc and unlimited). My sponsor, Vincent Davey of Gus Khun fame, never supported the small classes. For this vital 250cc



Pat Mahoney needed to borrow a 250cc machine to be able to compete for the title.

Photo by: B.R. Nicholls

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machine, I approached Spud Murphy, who generously offered his prized possession, a TDIC Yamaha.

"It sure was a long time ago now and the grey cells are rapidly fading, but I do remember it clearly. I had one hell of a titanic battle of attrition with my so-called team-mates. The points I amassed over the three rides just gave me the accolade - 1970 - Tintown - King of Brands."

Brian Kemp 1971

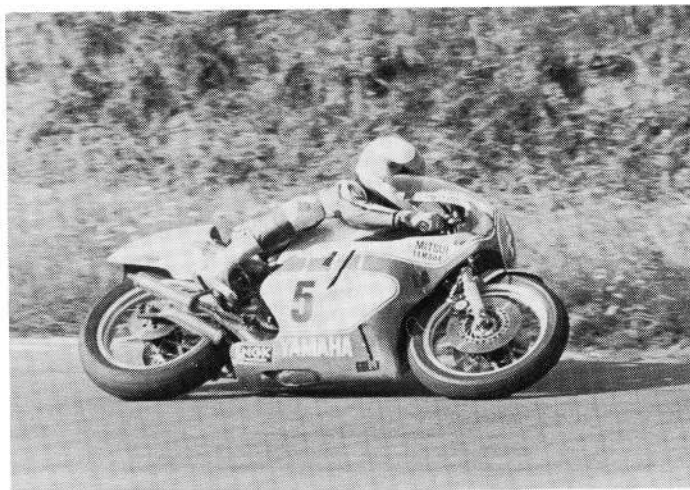
Brands Hatch always holds a soft spot for Brian as his first experience of motor cycle racing was here back in 1962 when he attended his first practise session. His debut win was in a 350cc event here three years later. That was the start of many wins and lap records at Brands over the next nine years, culminating in being crowned 'King of Brands' in '71.

Now living in Melbourne, Australia, Brian's involvement in motorcycles is giving talks to clubs on racing in the sixties and seventies, while his two sons race in 250cc production.

Barry Sheene 1972 '73 '77

The man that needs no introduction to bike fans, the straight-talking cockney character won the ultimate biking prize, the 500cc World Championship twice in 1976 and '77.

Barry grew up with bikes - his father raced before the war and tuned bikes for the likes of previous 'King of Brands' winner Bill Ivy. His racing debut came here at Brands on a 125cc Bultaco without success, but was soon on the national scene and riding in grands prix by 1971. The titles started to flood in for the famous number 7; MCN Man of the Year in '73, 'King of Brands' titles, as well as the Shellsport 500 and MCN Superbike Championship all in '77. Barry retired from racing at the end of 1984, and now lives in Australia. He was guest of honour at Powerbike '93.



Tony Harris on his Yamaha TZ500 'King of Brands' winning machine.

Photo by: Kerry Dunlop

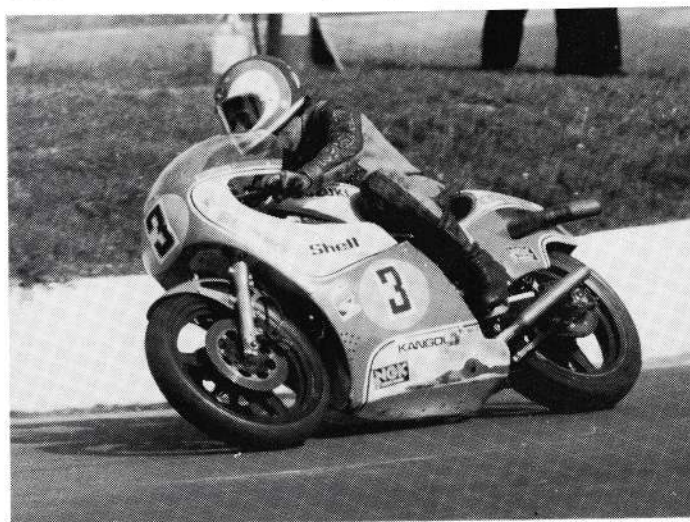
Barry Ditchburn 1974 '75

Barry's father, a former grass track champion, started him racing in 1967 on a 500 Triton. His skill was noticed, and was soon to ride the competitive Yamahas belonging to Ted Broad in 1971. This is where the success at Brands was achieved, and in 1974 was also the first to set 100mph plus laps at Snetterton. At the end of '75, he moved to Kawasaki works bikes and in '79 rode in the 250cc class.

In 1982 he switched to sidecar racing, coming second at Brands at his first attempt. Now in Australia, he went on to win two Australian sidecar championships in '85 and '87.

Dave Potter 1976 '81

One of the gentlemen of the track, the Yorkshireman established himself riding



1979 and '80 winner Stan Woods won the Manx Grand Prix ten years earlier.

Norton Commandos in production races.

He came to the forefront when, riding a Dunstall Norton, he won the 'Lord of Lydden' title. He rode for Gus Khun Norton and won the British 750cc Championship in '72. He also won the MCN Superbike series twice and formed a very successful partnership with sponsor Ted Broad, following the departure of Barry Ditchburn. Riding the Yamaha, he clinched his 'King of Brands' crowns.

Dave was 31 when he was fatally injured racing at Oulton Park in Sept. '81.

Clive Padgett 1978

Clive's brilliant career was ended by a crash in Belgium at only 19. He was destined for the top.

He started racing in '76 and a year later won the 250cc

British Championship. The next season he was racing in the Grand Prix in both 250cc and 350cc. In the year he won the 'King of Brands', his team were heading for the German Grand Prix, but stopped in Belgium for a big prize money meeting. He was leading the race when the engine seized and in the crash his arm was broken.

He is still involved in racing through his family firm, Padgett's of Batley.

Stan Woods 1979 '80

Stan's interest in motorsport began from an early age when his first job involved distributing Rolls Royce/Bentley electrics. His first motorcycle was a Triumph Tiger Cub, which helped catch his interest in bikes. In 1964, he first raced a BSA 350cc Gold Star, which resulted in a Cheshire Club Championship in 1966.

Next came a 250cc Yamaha and a 500cc Norton, with which success was achieved at the Isle of Man TT, and he also won the Manx Grand Prix in 1969, to name but a few of the successes. He continued to collect awards over the years, some of them on a Suzuki, and completed the 1974 race season by winning the British 750cc Championship. The late seventies was when he gained his Brands crowns.

Tony Harris 1983

Tony was the last King of Brands until its recent reinstatement. He started out in '75 on a Triumph Trident before his first success in the British Championship, riding for Geoff Darryn on a TZ750. The early eighties brought his regal successes, with not only the 'King of Brands', but claiming 'Lord of Lydden' in the same year for the second time (the first in 1981).

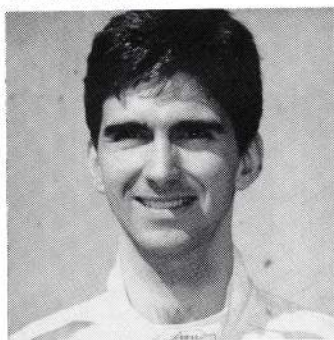
Apart from racing 250, 350, 500 and 750cc, Tony also rode for different teams in 24-hour endurance throughout his career, until his final throw of the dice on a 250 Kawasaki in '91.

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Damon Hill 1984

Perhaps now more popularly known for his exploits on four wheels, Damon's first introduction to racing was with motorcycles in 1983. While winning the 'Champion of Brands' in '84, he was having his first experiences of motorsport in the FF1600 and FF2000.

He gradually moved up through the formulae until in '92 became the Williams test driver. This resulted in two Grand Prix drives with Brabham and the talent was finally spotted. At his 13th attempt, Damon won his first Grand Prix and finished third



Now F1 driver but first 'Champion of Brands' in 1984, Damon Hill.

in the overall championship. In the first race of '94, he finished second behind Schumacher in Brazil.

Gary Weston 1985

Gary set out on a motorcycling career around '85 on a Yamaha TZ250, when success was soon to come his way here in the 'Champion of Brands'. After moving to four stroke in '87, high placings in the British championships followed, with fourth in '88 and third in '89, finishing as the top Suzuki Superstock rider.

He rode for the Graham Bromley sponsored Yamaha in the Supersport 600 series, and holds the lap record at Pembrey for the 600 Class.

Peter Dalby 1986

Peter was the likable Irishman who took the Southern Club racing scene by storm, notching up the victories required to become 'Champion of Brands'

in '86. This enabled him to gain sponsorship from former Brands Hatch Director Angela Webb.

He took the jump from club to national racing but only experienced limited success, the highlight being riding a B.P. sponsored 750cc Yamaha for Great Britain in the Transatlantic Trophy against the U.S. team. Peter's career came to an end for financial reasons but should the offer come along he could soon be persuaded to get the leathers on again.

David Heal 1987

An eventful start to David's career in 250cc and 350cc Production bikes ended in '85 with a broken leg after leading the 'KRC' Championship, crashing here at Brands. This did not stop his progress, and while still on crutches, won the first two races and 'Man of the Meeting Award'.

Some two-hundred plus race wins followed in the next two years, resulting in representing England in the 'Eurolantic Challenge' in '88. In '89 David finished third in the British Championship for Mick Grant's 'Durex' Suzuki Team in the 400 Supersport class. Lap records in the 400 Supersport and 3 National wins were just some of the highlights in the early nineties. Today he will be competing on the Supersport 600 TTS Yamaha.

Tim Bourne 1988

Tim was the fastest rider in 1988 over the Indy and Grand Prix circuits, holding the lap record for that year. Lydden was a popular circuit for him, being honoured Lord of Lydden five times, the first occasion in 1986.

The late eighties provided many championship successes, including runner-up in the ACU Star 1300 Championships in both '88 and '89. Tim rode for the Team Green Kawasaki squad in 1991 and in 1992-93 was a rider with Team Crighton Norton.



After two years in the sport Nigel Froud won the 'Champion of Brands'.

Nigel Froud 1989

Early in Nigel's racing career, success was soon to arrive. In 1987, on a Yamaha TZ250J, he won the 'Star of Tomorrow' Novice Championship. 1988 saw the use of the Brooklyn Salvage Honda RS250 until '89, when lacking sponsorship, he pulled the TZ out of the shed, climbed back on and promptly won the MCN Free Day 'Man of the Meeting', Champion of Brands, KRC 250cc and the Derby Phoenix 250cc Championship.

Success continued throughout the early nineties, which included lap records at Brands and new sponsorship until 1993, when the money ran out. Nigel is still looking to get back into racing again this season.

James Bunton '90 '91 '92

Jim's motorcycling career began on the motocross stage back in '83; he first tasted Brands in '85 in a Supercross event, winning one race. The switch to road racing occurred in '87,

with a ride on the ex-Graham Marchant Yamaha FZ750. By '89, more power was desired, and with the use of the Yamaha FZR1000, the 'Lord of Lydden' and South Eastern Centre Championship followed.

1990 saw the updated FZR1000 EXUP help clinch the first of his Brands Hatch Champion of Champions and 'Lord of Lydden', retaining both titles over the next two years and at the same time breaking lap records on the Indy circuit. James moved up to national level in '93 and now races in the British Supercup series.

Robert Douglas 1993

After watching bikes at Cadwell Park and with some serious prompting from his father, Robert bought an old Honda RS 125(1981), taking to the track in mid-'88. Two 'Novice of the Meeting' awards followed in his first full season in '89 before a new Honda 125 brought his first victory on its debut on the track.

Championships then came before stepping up the following season to the 250cc class, requiring more input of monetary funds from his parents again. Four club championship wins and lap records at Cadwell, 1992 was a memorable year, being the first rider to retain the Formula 5 250cc and 350cc open titles.

A new Yamaha TZ250B brought quickest lap at Cadwell for 1993, clubman titles and also the Champion of BHL.

● Profiles written by: George Turnbull, Adam Smith & John Ward

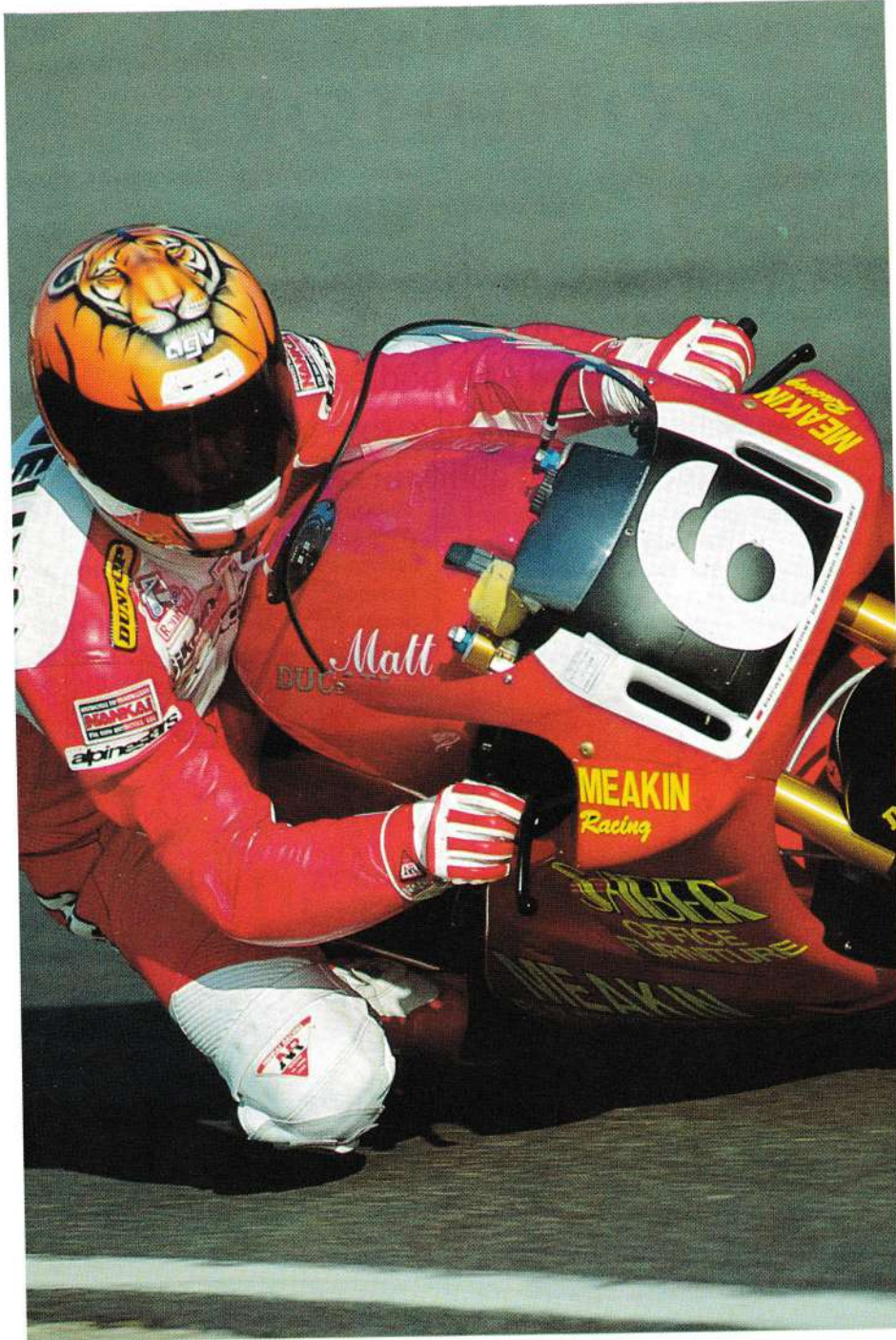


Three times winner James 'Ted' Bunton, now can be seen in the Supercup series.

Brands Hatch Circuits Ltd uses and recommends **YAMAHA** motorcycles

LLEWELLYN LOOKS FOR THE LIMELIGHT

A fantastic start to the 1994 national motorcycling season puts Matt Llewellyn in a very strong position for today's King of Brands event. Still getting used to his new 926cc Ducati machine, Matt took a strong third place at the Earl of Oulton event two weeks ago and followed that with victory in the Lincs Grand National the next day. He finished the race 11 seconds ahead of the challenging Norton pair, Phil Borley and Ian Simpson, and is promising to push them that hard again today!



Matt Llewellyn enjoys a good battle at Oulton Park, where he finished third.

Photo by: Mark Wernham

This is the tenth season in national motorcycling for the now-experienced Matt Llewellyn and he doesn't want anyone to forget it! Although running as a privateer, Matt has made it quite clear already this year that he will not be belittled by anyone and is happy to face the stiff competition.

Looking at the results he notched up a fortnight ago - it's safe to say that Llewellyn is a serious threat to all of the front-runners this year.

"I was really pleased to win at the beginning of the year like that - a real confidence booster. I'm still learning on the Ducati obviously, but I'm confident.

Llewellyn: "I love racing at Brands..."

"We had a few problems at Oulton but it was good to finish third behind Borley and Michael Rutter. Today, though, I'm going for another win! I love racing at Brands and I've always done well here so I'm looking at the top spot."

Matt's motorcycle racing career began in club racing as a teenager. In 1989, he contested the 250cc British national series and finished third. From there he naturally progressed, moving into the 'big' 750cc class in 1990. Last year, he finished the Supercup in seventh place, whilst achieving sixth in the ACU British Championship on a 750cc Kawasaki ZXR. For 1994, however, the series' have been merged to create the British Supercup '94 Championship and Matt's opposition will be tough. This, once again, does not put him off: "I'm looking forward to it, and want to win! I know it will be hard against the likes of the Norton and Yamaha teams, but good competition is what it's all about."

26-year-old Matt receives a lot of trade support but his two main sponsors are: Joe Meaking Building Supplies, Reading, and the Leicestershire-based furniture company Saber. "I couldn't have done it without the support of Steve & Bev Foster (Saber) - they've backed me for eight years now and I'm very grateful!"

● by Caroline O'Connor

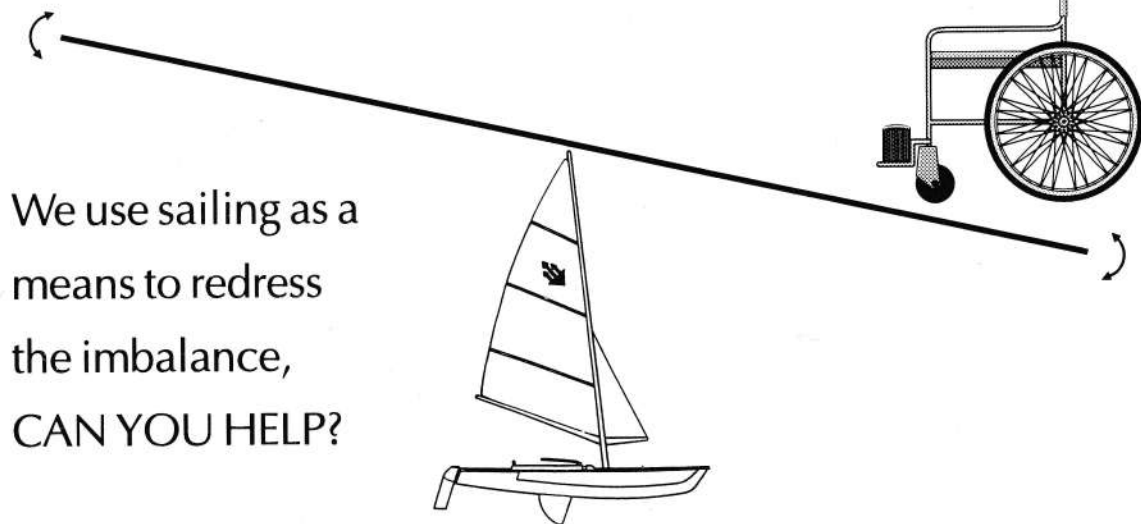
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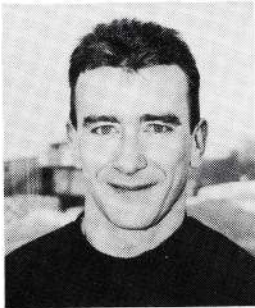
In 1994, the Brands Hatch Leisure Group displays its commitment to British motorcycle racing by supporting Neil Hodgson and the Norton team. In each motorcycle programme this year, we'll bring you the latest news from both, as well as highlighting the news from Yamaha.

The Mac Report

Our first race earlier in the month at Mallory was a perfect start to our year (nearly). A one-two in both races was on the cards until Jim Moodie had to take to the sandpit to avoid a slower rider. Jim wrestled with the beast but finally took a dive and scored well for artistic impression but left the door open for Mark Farmer to take the first win of the '94 season.

In the second race the pair showed why they have been chosen to front the most successful team in the UK with some aggressive riding and very creditable lap times. They destroyed the opposition to come home 1-2 with Farmer earning an impressive double. By the time you read this, hopefully our encouraging start will have carried onto the first British Supercup round at Donington where the sparks are really going to fly. I think I'm looking forward to it!

Jim Moodie (right) and team-mate Mark Farmer.
Photos by: Kappa Photography



● by Rob McElnea

Hot from Hodgson!

I qualified 1.8 seconds off of pole position after the final practice session for the first grand prix of 1994 at Eastern Creek, near Sydney. Unfortunately, we suffered a multitude of mechanical gremlins during qualifying, including a broken exhaust, detonation and seized engine. Despite only having one machine in Australia, which restricted track time in practice, I managed 22nd position on the grid for Sunday's race.

I was keen to make up lost ground in the opening laps of the race, basically by forcing my way through the field. I'd done quite well by lap nine - I was up to 11th place, but then I was thrown off at turn five and cut my right hand as my glove was ripped off.

It was a shame not to finish in the first race, and I reckon I was on for a top ten placing. I can't wait for the next round in Malaysia...!

Neil Hodgson

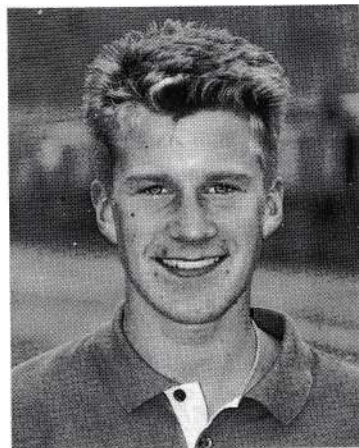
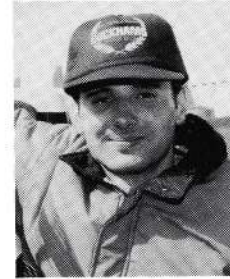
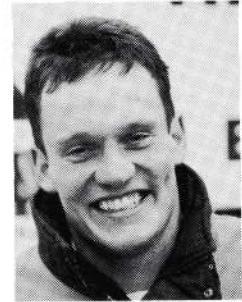


Photo by: Carole Warne

NORTON NEWS



Phil Borley (left) and Ian Simpson
Photos by: Steve Ann



The Duckhams Norton Team made a good start to the 1994 season with Phil Borley gaining his first 750cc result by winning the Earl of Oulton title on 26th March. Team mate Ian Simpson finished fourth in an exciting and close race with Matt Llewellyn and Michael Rutter racing the latest 926 Ducati machines.

At Cadwell Park Phil and Ian were both under instruction to keep their bikes on the rails. Taking an early lead in the Lincs Grand National, they finished second and third to Llewellyn.

Ian Simpson completed the weekend by winning both 600cc Supersport races at Oulton and Cadwell racing the Team's Duckhams-Yamaha FZR 600.

In successfully fulfilling the Team's first full racing engagement we now look forward to the rest of the season. Under no illusion as to how difficult it will be to win H.E.A.T. Supercup races against the increased and improved opposition, I am convinced that both Scotland's Ian Simpson and Essex man Phil Borley will be in contention.

● by Colin Seeley

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RACES 1 & 5 12 LAPS

KING OF BRANDS (Legs 1 & 2)

No	Rider/Home Town	Entrant	cc Machine
5	Dave Heal/Hailsham	T.T.S.	600 TTS Yamaha
6	Matt Llewellyn/Leicester	Meakin Building Supplies	926 Ducati
8	Michael Rutter/Brierley Hill	T. McCulloch	888 Ducati
9	David Jefferies/Shipley	Jefferies Akito Superbike	926 Ducati
13	Graeme Ritchie/London	Frontiers	926 Ducati
14	Alex Buckingham/Barnstaple	Team White Lightning/Veco	750 Yamaha
17	John Barton/Rochester	Morgan Read & Sharman	750 Kawasaki
21	Nigel Nottingham/Nantwich	Mistral Heating Ltd	749 Yamaha
22	Richard Defago/Caterham	Raceco UK	750 Kawasaki
25	Ian Simpson/Dalbeattie	Team Crighton Norton	588 Duckhams Norton
29	Dave Redgate/Orpington	Mobike Bromley	750 Yamaha
30	Phil Borley/Southend on Sea	Team Crighton Norton	588 Duckhams Norton
45	Gary Robinson/Willenhall		250 Honda
48	Tom Knight/Faversham	The Bike Shop Faversham	888 Ducati
50	Graham Ward/Goole	Sheet Metal Services	750 Kawasaki
52	Stuart Rider/Braintree		250 Yamaha
53	Jonathan Power/Norwich		888 Ducati
54	Jason Emmett/Woking	Motorcycle Action	600 Honda
55	Andrew Woolwich/Farnham		600 Honda
56	Jason Burch/Colchester		750 Yamaha
61	Gary Weston/Ashford	Bromley Haulage	600 Yamaha
62	Gary Lyford/Newbury		250 Kawasaki
63	Terry Poulter/Redhill	Dave Clarke	250 Taymar Yamaha
69	Andy Young/Sandhurst		250 Honda
70	Scott Martin/Basingstoke		250 Yamaha
71	Steve Ruth/Sible Hedingham		500 Honda
72	Michael Brown/Stourport on Severn		750 Kawasaki
73	Gary Long/Carlisle	Team Carlisle Racing	400 Yamaha
114	Mark Ditchfield/Littleborough	Rawsons Carpets Ltd	600 Rawson Honda
121	Douglas Cowie/Banchory	Shirlaws Racing Aberdeen	250 Fry Inn Honda
125	Eddie Hamilton/Lower Morden	TNT Express Worldwide	600 Honda

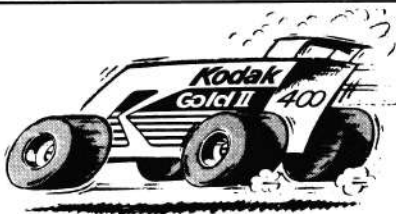
Lap Record:

Brian Morrison (Kawasaki) 46.8s..... 92.58mph..... 18.10.92

RESULTS

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

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No	Rider/Home Town	Entrant	cc Machine
3	Steve Patrickson/Shipley	Clarke Racing Team/Raydale Engineering Ltd	125 KLS Honda
11	Jeff Claridge/London		125 Honda
15	Gavan Morris/Rugeley	G B Plastics	125 Honda
20	Lee Dickinson/Chesterfield		125 Yamaha
26	Nick Lang/London	Maxi Mailing Ltd/Bat Motorcycles	125 Yamaha
27	Ashley Summerfield/Matlock		125 Honda
29	Nigel Hunter/Hexham		125 Honda
30	James Crumpton/Stourport on Severn		125 Honda
31	Scott Summerfield/Matlock	Clay Cross Powersports	125 Honda
33	Oliver Hutchinson/Sevenoaks	Mobike Bromley	125 Yamaha
40	Simon Williams/Bidenden		125 Honda
42	Mark Norman/Wrexham	Fast Line Racing	125 Honda
49	Colin Sanders/Redhill	SBM Retail Systems	125 Honda
50	Sanjay Sharma/Bexhill on Sea		125 Honda
51	David Dawson/Manea		125 Honda
52	Ivan Barton/Salisbury		124 Honda
53	Paul Kirkby/Lincoln	Team Kirkby	125 Honda
54	Andrew Tipton/North Leigh		125 Honda
55	Matt Patterson/Wendover	Color Clad PLC	125 Yamaha
56	John Wingate/Aylesford		125 Honda
60	Simon Gates/Stockbridge	Geoff Gates	125 G N G Honda

Lap Record:

Fernando Mendes (Honda)..... 49.64s..... 87.78mph..... 17.10.93

RESULTS

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

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Clerk of the Course:

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Deputy Clerks of the Course:

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Margaret Howlett

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Alan Howlett

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New Era MCC

Commentator:

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Timekeepers:

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Motorcycle Race Office

Brands Hatch, Fawkham

Longfield, Kent

DA3 8NG

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RACE 3 12 LAPS

250cc

No	Rider/Home Town	Entrant	cc Machine
3	Steve Sawford/Sandy	DTR/St. Neots M/Cs	250 Yamaha
18	Adrian Butcher/Canterbury	R H Ovenden	250 Yamaha
19	Paul Booter/Market Harborough	Top UK Racing	250 Yamaha
20	Mike Pomfret/Newcastle	A Sutcliffe & Son	250 Honda
21	Douglas Cowie/Banchory	Shirlaws Racing Aberdeen	250 Fry Inn Honda
22	Jason Absalom/Aylesbury	Pinnacle Oil	250 Spondon Yamaha
27	Mark Linton/Guildford	James Ludford	249 Yamaha
44	Neil Higgs/Chippenham	Swansea Microfilm	250 Yamaha
45	Gary Robinson/Willenhall		250 Honda
52	Stuart Rider/Braintree		250 Yamaha
60	Dean Blackwell/Sittingbourne		250 Yamaha
61	Terry Poulter/Redhill	Dave Clarke	250 Taymar Yamaha
64	Stephen Hammond/Braintree	Ampstar Racing/ANC	250 Yamaha
65	Toby Clarke/Camberley	Clarke Couriers	249 Yamaha
66	Martin Cox/Kings Lynn		250 Yamaha
67	Francis Williamson/Liss		249 Yamaha
68	Wayne Dodd/Northfleet		250 Yamaha
69	Andy Young/Sandhurst		250 Honda
70	Scott Martin/Basingstoke		250 Yamaha
71	Mark Whiting/Ashford	Ian Leslie (Racing) Ltd	250 Yamaha

Lap Record:

Lee Pullan (Yamaha) 48.11s..... 90.06mph..... 17.10.93

RESULTS

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

RACE 4 10 LAPS

OPEN SIDECARS

No	Rider/Passenger/Home Town	Entrant	cc Machine
13	Gary Smith/Coulsdon Tony Balazs/Milton Keynes	Central Despatch London	600 Slipstream Honda
15	Ian Guy/Greenford David Horne/Greenford	Linda Murphy	500 Windle ADM
18	Philip Croft/Royston Nigel Stevens/Royston	Pete Minion Racing	1127 Suzuki
23	Adrian Williams/Bristol David Crawford/Oxford		750 LCR Kawasaki
24	Perry Francis/Chislehurst Terry Vincent/Orpington	N C Francis	750 LCR
25	Brian Gray/High Wycombe Mike Wynn/High Wycombe		500 LCR
26	Ian Hannam/Bream Lydney Garry Leach/South Ockendon		1127 LCR Suzuki
27	Roger Lovelock/Marlborough Jeff Haines/Ipswich	Bike Busters Fast	1052 Asco

Lap Record:

Steve Webster/Tony Hewitt (LCR Krauser) .. 47.9s..... 90.45mph..... 15.10.89

RESULTS

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

Brands Hatch Circuits Ltd uses and recommends **YAMAHA** motorcycles

FORMULA 400

RACE 6 10 LAPS

No	Rider/Home Town	Entrant	cc Machine
2	Ben Lowe/Weybridge	Ben Lowe Racing	400 Yamaha
3	Iain Duffus/Fife	Shirlaws/Motoport Racing	400 Yamaha
16	Raoul Lawrence/Worthing	Stan Stephens Tuning	250 Suzuki
17	Sonjah Parsons/Worthing		250 Suzuki
18	Sean Adams/Hinckley	Phil Stone Racing	400 Yamaha
20	Mick Corrigan/Sheffield	Chesterfield Motorcycle Centre	400 Yamaha
24	Damion Bailey/Tunbridge Wells	R S Racing/A V Mouldings	400 Honda
27	Tim Mathias/Ashford		250 Kawasaki
31	Gavin Lee/Southampton	Gloucester Kawasaki	400 Kawasaki
62	Gary Lyford/Newbury		250 Kawasaki
73	Gary Long/Carlisle	Team Carlisle Racing	400 Yamaha

Lap Record:

Andy Murphy (Yamaha) 50.7s 86.53mph 17.10.93

RESULTS

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

SUPERSPORT 600

RACE 7 10 LAPS

No	Rider/Home Town	Entrant	cc Machine
2	Ian Simpson/Dalbeattie	Seeley Sport Management	596 Duckhams Yamaha
5	David Heal/Hailsham	T.T.S.	600 TTS Yamaha
6	Dave Martin/Southall	Mark Hannah (Fastline Racing)	600 Honda
7	Iain Duffus/Fife	Shirlaws/Motoport Racing	600 Yamaha
8	Iain MacPherson/Glasgow	Team Jackson Racing	600 Honda
13	Wade Martin/Basingstoke		600 Honda
14	Mark Ditchfield/Littleborough	Rawsons Carpets Ltd	600 Rawson Honda
19	Jonathan Peacock/Diss	Ray Peacock	600 Yamaha
20	Mick Corrigan/Sheffield	Goodyear Racing	600 Yamaha
21	Steve Marks/Godalming	Guildford Tyre Co. Ltd	600 Honda
22	Howard Whitby/Wakefield		600 Honda
24	Damion Bailey/Tunbridge Wells	John Harris M/Cs/A V Mouldings	600 Honda
25	Eddie Hamilton/Lower Morden	TNT Express Worldwide	600 Honda
27	Stuart Wickens/Woodbridge		600 Yamaha
30	Chris Sammons/Cheadle	Chris Sammons Racing Team	600 Honda
54	Jason Emmett/Woking	Motorcycle Action	600 Honda
55	Andrew Woolrich/Farnham		600 Honda
61	Gary Weston/Ashford	Bromley Haulage	600 Yamaha
62	Danny Gilham/Dartford	Kopex International Ltd	600 Honda
66	Mark Coleing/Loughton	Hydeside M/Cs	600 Honda
68	Alan Harland/Harlow		600 Honda
69	Steve Ellis/Cwmbran		600 Honda
111	Nik Robards/Mayfield	Harold Coppock	600 Honda

Lap Record:

Phil Borley (Honda) 49.0s 88.43mph 18.10.92

RESULTS

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

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ACKNOWLEDGEMENTS

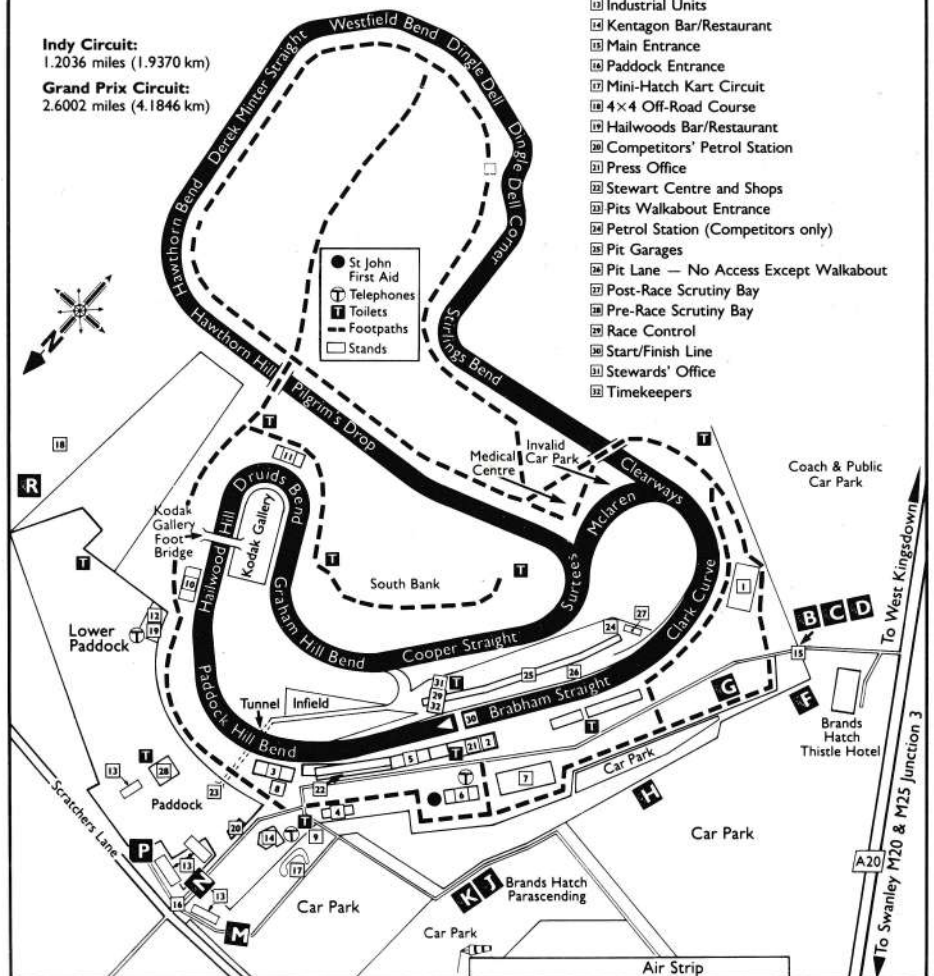
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Grand Prix Circuit:
2.6002 miles (4.1846 km)



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National Flag (lowered) or Green signal light: Start.

Red: Immediate stop racing.

Black with Driver's Number: Informs the driver of the motorcycle the number of which is shown that he must stop at his pit on the next lap.

Yellow (waved): Slow down, driver must be prepared to stop. **OVERTAKING STRICTLY FORBIDDEN.**

Yellow (motionless): Signal of danger.

Green: Course clear.

White flag: Slow moving intervention vehicle on track. The white flag informs drivers that they are about to overtake a vehicle which is travelling on the track at a much slower speed than the competing motorcycles.

Red flag with three yellow vertical bands: Deterioration of adhesion of the track surface.

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

Yellow flag with black diagonal cross: Start of last lap.

Chequered Black and White: Finish.

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