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GOOD FRIDAY
13th APRIL 1990

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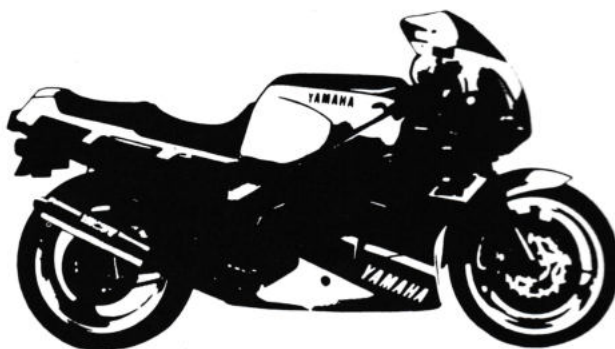
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Promotions Manager: Rod Barrett

Publications Editor: Fiona Webb

Editorial Assistants: Adrian Bourne, Millie Patel

Contributors: John Brown, George Turnbull

Editorial Address: The Press Office, Brands Hatch Circuits
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Circuit Sales Manager: Rodney Gooch

Advertising Manager: Jonathan Roy

Sales Executive: Lyn Verrillo

Tel: 0474 872649. Fax: 0474 873936. Telex: 96172

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TIMETABLE

PRACTICE

Event 1	250 GP	0900-0910hrs
Event 2	SS 600	0915-0925hrs
Event 3	SS 400	0930-0940hrs
Event 4	TT F1	0945-0955hrs
Event 1	250 GP	1000-1010hrs
Event 6	Single Cylinder	1015hrs TIMED
Event 2	SS 600	1030-1040hrs TIMED
Event 7	Open Sidecar	1045-1055hrs
Event 3	SS 400	1100-1110hrs TIMED
Event 8	F2-S/Car	1115-1125hrs
Event 4	TT F1	1130-1140hrs TIMED
Event 5	TT Prod	1145-1155hrs
Event 7	Open Sidecar	1200-1210hrs TIMED
Event 6	Single Cylinder	1215-1225hrs
Event 8	F2-S/Car	1230-1240hrs TIMED
Event 5	TT Prod	1240-1255hrs TIMED

RACING

FIRST RACE: 14.00hrs

RACE 1	EVENT 3	THE SUPERSPORT 400 RACE	12 LAPS
RACE 2	EVENT 1	THE 250 G.P. RACE	15 LAPS
RACE 3	EVENT 8	THE FORMULA II SIDECAR RACE	12 LAPS
RACE 4	EVENT 6	THE "SOUND OF SINGLES" CHAMPIONSHIP	12 LAPS
RACE 5	EVENT 4	THE "TT FORMULA 1" SUPERBIKE RACE	18 LAPS
RACE 6	EVENT 7	THE OPEN SIDECAR RACE	15 LAPS
RACE 7	EVENT 2	THE SUPERSPORT 600 RACE	15 LAPS
RACE 8	EVENT 5	THE TT PRODUCTION RACE	12 LAPS

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

Permanent Course No. 005 National Permit No. ACU 878

**MOTOR RACING IS DANGEROUS AND PERSONS
ATTENDING THE MEETING DO SO AT THEIR OWN RISK.**



High flyer Ashley



Ian, waiting for the start of the race in his LCR/Yamaha 700cc sidecar.

IAN ASHLEY has not been racing sidecars for a full season yet. But he already has his sights set on taking his Krauser power outfit into the Grands Prix by next season, if not before.

This might appear to be a little over ambitious if it had come from anyone except Ashley whose all-round racing pedigree on two, three and four wheels is unmatched by anyone in racing today.

He has gone through the full racing range including Formula Ford, F3, F5000, Formula 1, Indy cars, American Superbikes, and now sidecars, probably the first form of high speed sport that made an impression on Ashley. He decided however that his future lay with four wheels.

Now 37, Ashley said: "It has taken a long time to come full circle. Sidecars captivated me early on, and now I am into sidecar racing I could not be more thrilled. I hope to go into Grand Prix racing as soon as possible, providing I am quick enough and I think I should be."

Ian Ashley was obviously destined to lead a high speed life. His father was in the RAF and ultimately became the deputy chief test pilot on the prototype Concorde.

Looking back to 1974 when Ian favoured four wheels.



His racing activities in cars would require a volume to tell. Suffice to say that he came to notice as "one of the fastest men around" during his Formula 5000 days and then drove Formula 1 cars including Token, Williams, BRM and the Hesketh.



It was in a Hesketh at the 1977 Canadian Grand Prix at Mosport that it nearly all came to an end for Ashley. "I was lying sixth when the front wings collapsed at about 195mph," he said. "The car did two and a half backward somersaults and it took 45 minutes to cut me out."

Ashley suffered severe injuries including crushed ankles and wrists and his Formula 1 days were over...but not his high speed days. Encouraged by Niki Lauda, Ashley took up flying and rapidly qualified, not only for a private pilots

licence but also to fly corporate jets.

Flying company Lear Jets and Gulf Streams is still his present occupation, "a tremendous compensation and safety net after a high speed sport," he said. But the indomitable character was still determined to get back into racing. In 1985 a session at the Brands Hatch Racing school proved he could still handle cars and make them go quickly but subsequently nothing seemed to work out for him. It was then, at the end of 1987 that he bought a Superbike and went racing American style.

"It was fantastic," he said. "I started '88 as a novice and by the end of the year I was an expert and really enjoying myself." He was on the verge of campaigning a 250 Grand Prix bike when, watching some videos, he had a "flash of the obvious."

"It hit me all at once...I should race sidecars. It was a great feeling

and although it was not what I originally wanted I knew I could get in Grands Prix with a sidecar and be able to afford it myself." A quick trip to Donington and Mallory to see sidecar racing for real, a meeting with World Champion Steve Webster, and Ashley was more than ever convinced that it was sidecars for him.

He bought the Kevin Webster/Mick Smith outfit, qualified for his international licence, has bought a new Krauser engine for the LCR and is raring to make an impact on sidecar racing at the highest level. Watch how he goes today in the open sidecar race.

Although he has had a test with Tony Hewitt in the chair his passenger is Tony Darby: "I don't know yet how it will all work out, but I think I will be quick enough for the GPs, I'll know by the end of the year if not before," said Ashley. "In any event I am thoroughly enjoying myself with a great bunch of very helpful guys."

Special match

A SPECIAL wave please for Chesterfield's Ian McConnachie, the last British rider to win a solo Grand Prix, as he motors around the Indy circuit today.

In between his commitments to the European championships and his racing activities at home McConnachie, 25, has found time to get married to Ann Taylor, a girl he met at his local travel agency. They were wed last Sunday (April 8), but after a few days honeymoon at Taunton it is back to business today for McConnachie who is aiming at a return to Grand Prix racing as soon as possible.

He is already making his mark in the European championships this season with a sixth place at Jerez on his Honda in the 125cc race. He has also qualified second quickest at Calafat before the event was cancelled because of high winds.

He is also gradually coming to



terms with his new 250 Aprilia: "It seems to be a lot higher than other machines and I seem to be sitting over the front end. But apart from this the power of the bike is fantastic and it pulls out of corners like a train."

McConnachie, who won the 80cc British Grand Prix at Silverstone in 1986 also celebrates 10 years of racing this season.

Moving up

DEREK BRINDLEY, the youngest of the racing Brindley brothers, is to move on to the British open sidecar championship and the European series having clinched the Formula 2 title last year.

Still only 20, today will be the first time he and passenger Nick Roche, have had a serious crack at the open class on their Padgett-backed LCR 500 Yamaha.

"The chassis is the one Steve Webster used to win his first World title in 1987," said Brindley,

"and I hope it can do just half as well for us."

With nothing left for him in the F2 class Brindley sees the move as a logical progression but is no doubt relieved that big brother Barry, the British champion, is having to spend more time at the sidecar Grands Prix this year because of the increased number of World championship rounds.

In turn Derek's move up leaves John Brindley to stamp his mark on the F2 class.

No charge



The medical car, based at Brands Hatch and always on standby.

IF YOU look to the left of the control tower today, you will see the now familiar doctor's car on standby. What you may not realise is that it is a completely voluntary service given by members of the ambulance service who cover the circuit's activities throughout the year.

It is funded by sponsors and donations, and to date no charge has ever been made to any club or competitor – it therefore relies on these means for its running costs and the cost of the ever updated equipment it carries.

● IN THE Kentagon tonight, a vital new piece of monitoring equipment is to be presented to the car fund co-ordinators. This has been purchased by Sharon Finn in memory of her fiancée, our late friend Dave Burford, who tragically died late last year.

Our grateful thanks goes out to Sharon and all who have contributed.

● ENTRIES still available for the National Motorcycle Races on 7th May at Brands Hatch. Please contact Terry Mount on 0474 879731.



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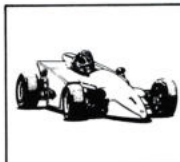
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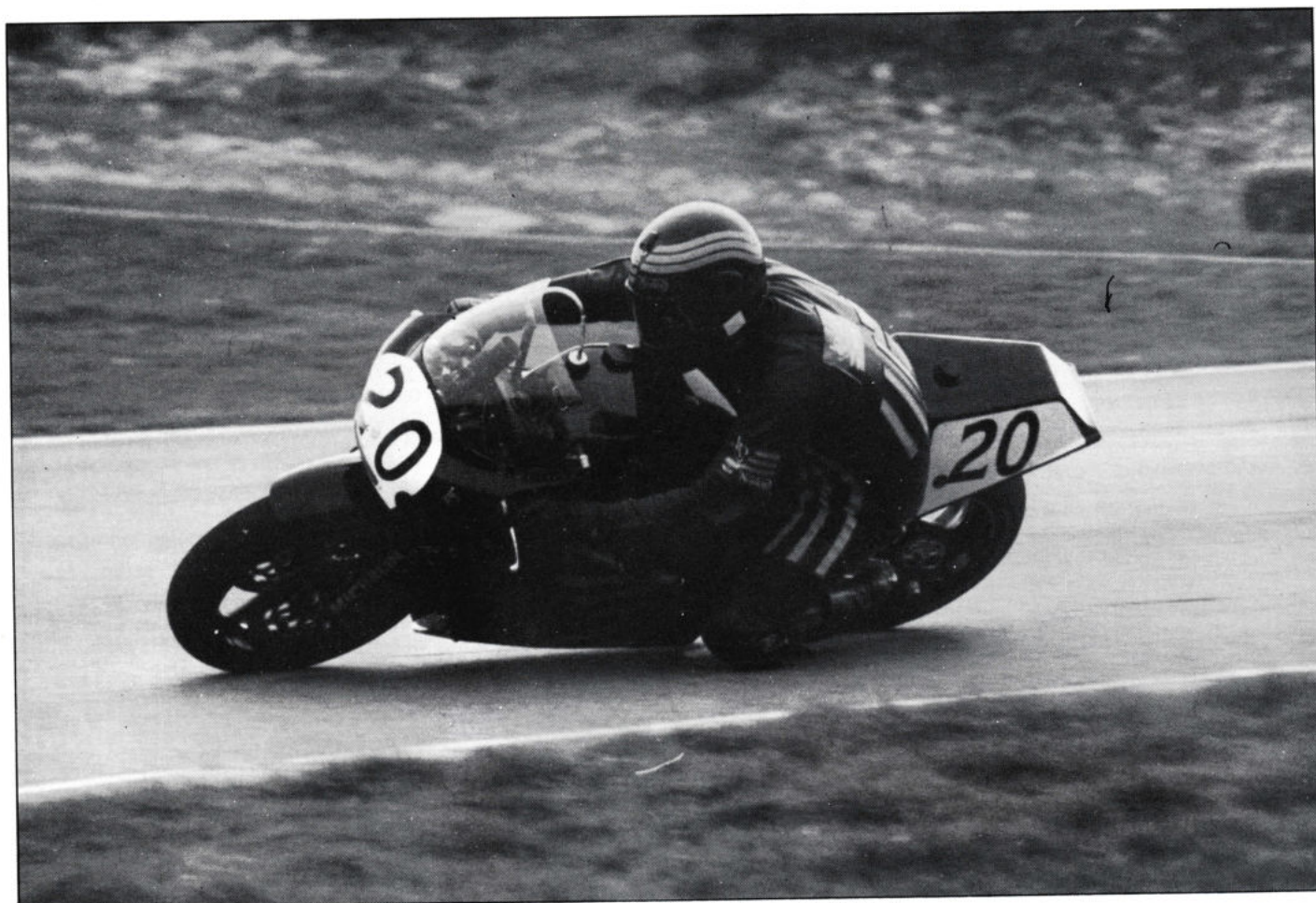
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Top class line-up



Steve Spray on the way to a fine victory at the season opener, Cadwell Park. Photo: Keith Martin.

EARLIER THIS week the fabulous black and gold John Player Special Nortons were thrilling the MCN Free Day crowds here at Brands as team riders Steve Spray and Trevor Nation demonstrated the power and speed of the machines that are spearheading a British challenge to the world monopoly of the Japanese manufacturers.

Today they are back on the Indy Circuit as the machines to beat as Spray and Nation set about continuing the dominance they produced during Cadwell Park's opening national meeting last month.

At that event Nation had to be content to follow his double victor team mate over the line on both occasions, but this time he aims to level the score and leave with the winners laurels.

"I have had some good rides at Brands, I'm looking to one now to get back in the winning groove," said the big, tall man from Salisbury.

Memories

Brands Hatch of course has some very happy memories for Spray whose sensational victory here in the 1988 Powerbike International while guesting in the Norton team, set him up as the obvious choice for a contract with the British team the following season.

"It is fair to say that the Brands success was the start of my big break in racing," said the Nottinghamshire rider who always races number 20 and now drives a Porsche with a

personalised JPS 20 number plate.

There is a new-look about the Norton team this year which is now managed by former Honda Britain team leader Barry Symmons, who left the position of track manager at Snetterton towards the end of last year to join the Midlands-based operation.

Symmons, who guided several riders including Wayne Gardner, Ron Haslam and

Waiting for the off – Trevor Nation at Cadwell Park last month. Photo: H. Woolhouse.



Roger Burnett towards the top during his spell with Honda, has brought chassis expert Ron Williams with him to Norton. "I have a great respect for Ron's work and I am confident that the JPS machines will benefit greatly from his work," said Symmons.

Rear suspension problems were prominent last year and Williams has already tackled these with apparent success.

"The machine does handle better and is more stable," said Nation. "It must be the combination of the modifications that have been carried out and the use of Michelin tyres this year that suit my style very well."

Changed

"The 588cc rotary engine that produces around 150bhp, is so far little changed to last year, but as the season progresses it is planned to wheel out a completely new machine featuring an F1 engine similar to the one built for the big money JPS Norton road bike.

The team's main assignments this year are the World Formula One series, the major British championships and the TT, Ulster Grand Prix and North West 200 when Ulsterman Robert Dunlop will replace Spray in the line-up.

Not keen on closed roads racing, Spray's main aim is to retain the Shell Supercup and British Championship titles and although today's racing does not count towards these he is just as anxious to be the winner of the TT Formula Superbike race.

"Every race we enter is important as far as I am concerned," said Spray. "The big problem now is that the Nortons are expected to win so pressures do build up."

"One rider certainly aiming to put on the pressure is Leicestershire's Matt Llewellyn, a top contender in the 250cc class last year who has switched to a 750 Yamaha entered by Bedfordshire-based Flitwick Motor Cycles this season."

Clinched

"If it hadn't been for the Nortons I could have started the year with a win first time out," said Llewellyn who clinched third and fourth places when he took on the British rotaries at Cadwell. Folkestone motor cycle mechanic Darren Dixon, out to be the complete road racing all rounder this year, is another threat with his well prepared, year old 750 Yamaha entered by Padgetts of Batley. After a disappointing 1989 season the talented man of Kent is anxious to get back with the front runners.

Gary Weston, always a threat at Brands, retains the CAT Motor Cycles 750 Yamaha he raced last season, but the Ashford rider is quick to point out that modifications have been carried out during the winter to bring it bang up to scratch.

Ulsterman Mark Farmer on a 750cc Kawasaki, Scotland's Ian Simpson, son of former Scottish Champion Bill Simpson, once Champion of Brands Tim Bourne and Phil Borley from Southend all have the form to be in the leading pack.

Londoner

Watch too, Londoner Mark Linscott on his 750 Lenham Yamaha with which he put in an impressive display against the odds in Spain's opening European Superbike championship round at Jerez last month.

Steve Hislop, the talented Scottish rider who clocked the first over 120mph Mountain Course lap during his winning ride in last year's F1 TT in the Isle of Man, is concentrating on

Matt Llewellyn had to be content with third and fourth places in his first meeting of the year at Cadwell Park. Photo: Keith Martin.



Ian McConnachie going well at Cadwell back in March. Photo: H. Woolhouse.

the 250cc class this year.

Signed by Honda UK, he has an eye for the grands prix and will contest all this season's European rounds to get the points needed for a place on the World Championship grading list for 1991.

Second

Already with a second place in Spain and the fastest practice lap for the ill fated Portuguese round he will be out to prove his class in the well supported 250cc GP race.

Hoping to have his Italian Aprilia set up for a challenge is Derbyshire's Ian McConnachie who is also chasing Euro glory this season. Staffordshire's Grand Prix experienced Kevin Mitchell with a Yamaha, Nigel Bosworth from Leicestershire on a second Aprilia and well travelled Rob Orme from Derbyshire on a Spondon Yamaha should pose a threat.

Popping up again is Dixon, this time with the latest 250 Honda, again supplied by Padgetts.

Without doubt the 600 Supersport class produced some of the closest and most hard ridden races last season and the entry today

suggests it will be the same again this year.

McConnachie switches to a Clay Cross Kawasaki for this event while Weston, Farmer and Borley go for Yamahas. There's a factory entered Kawasaki for Nottingham's John Reynolds who is a potential winner as is former Yorkshire bus driver Geoff Johnson on a Mitsui Yamaha.

A three pronged attack from north of the border will have to be taken seriously with Simpson, experienced Howard Selby and Rory Thomson, all on the latest Yamahas.

McConnachie and Reynolds clash again in the 400 Supersport race with their 250cc two stroke Kawasakis and this time there is a similar machine for McConnachie's Clay Cross team mate John Yates. John Roach from Crawley and Adrian Butcher from Dover with the David Brown Kawasaki should head the local challenge.

Outing

Johnson gets his second outing in the TT Production race when he pits his big 1000cc Yamaha against the similar machines of Selby, Thomson and Graham Read, son of eight times World Champion Phil Read.

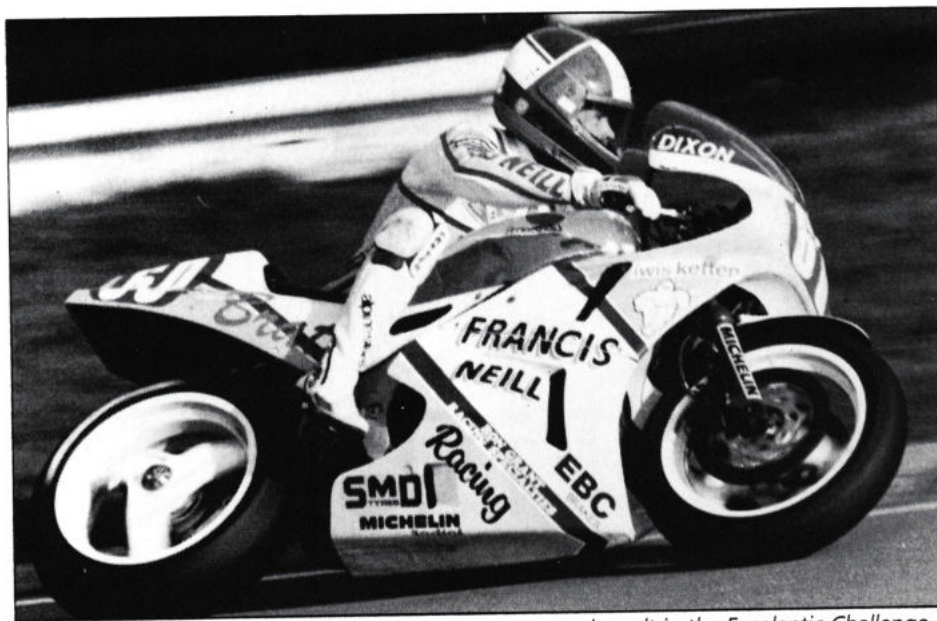
Having conquered the Formula Two sidecar class last season Derek Brindley with passenger Nick Roche has set his sights on a repeat take over of the open class this year.

This non-title try out on the Padgett Yamaha will give him a chance to weigh up his chances as he takes on a classy entry that includes that man again, Darren Dixon, with his brother Sean in the chair.

John Cable from Meopham with his £21,000 LCR outfit powered by a Yamaha engine supplied by former World Champion Egbert Streuer, his neighbour Roger Body, one time F1 car driver Ian Ashley and Barry Smith from Sussex are also capable of giving Brindley a hard time.

Brother John Brindley is looking for an F2 takeover but Sabre Racing team mate Dave Saville, Andre Whittington and the Hanks brothers Norman and Roy will certainly have other ideas.

Darren's triple challenge



Darren Dixon took the Francis Neill Racing team to a good result in the Eurolantic Challenge last year, but this was followed by a string of disappointments. Photo: A Edwards.

RACING ALL ROUNDER Darren Dixon is taking on a unique triple challenge as a first step on the road to Grand Prix glory. The motor cycle mechanic from Folkestone today opens up a national title attack with 250cc and 750cc solo machines and with a 500cc sidecar outfit that he has prepared for a concerted effort to win the European Championship. John Brown catches up with this determined rider.

Not since former sidecar supremo Chris Vincent dabbled with 125 racing on a Honda and production racing with a 250cc Suzuki while British sidecar champion, has any rider attempted to succeed on the short circuits on two and three wheels at the same time.

"It's going to be a matter of trial and error and see if it works out," said Dixon. "But the techniques are so different I think I might just pull it off. To me, the contrast is rather like riding a motor cycle and then a car on the road, completely different but presenting no problems."

Sidecars

Dixon first rode sidecars when he began racing in 1980. "After two seasons I ran out of cash and packed it in," he recalled. But during that short time Dixon made his mark on the sidecar world and if it had not been for a breakdown in the Marlboro Clubmans final at Silverstone in 1982 he would have won the then prestigious title instead of reigning sidecar World Champion Steve Webster. "I only had to finish the race in the points and the title would have been mine, instead I had to sit and watch my big rival at the time Webster snatch it from me," he recalls.

Dixon made a racing return in the solo class and was soon among the country's front runners. In 1988 he became the first rider of a two stroke machine to win the F1 British Championship while riding a 500 Yamaha for Padgetts of Batley.

Last season he switched to the Francis Neill team but the move proved to be disappointing. After a good result in the Eurolantic Challenge there was a string of disappointments



Darren Dixon, a very determined rider.

including a machine failure while leading the ultra quick North West 200 on a 500NS Honda, and the partnership ended before the season was completed.

Dixon did get back for a couple of end of season outings, again on a Padgetts machine.

"Clive Padgett and I are good friends and in fact it is thanks to him that I have got the chance to race in three classes this year," he said.

"Mostly he wanted to get back into sidecars, but when I said I still enjoyed the solos he said - what's wrong with going for both".

The machines provided, which are prepared by Dixon and his mechanic, Bryan Nixon who used to passenger for Derek Bayley seriously

injured in 1988 TT crash, are a brand new 250 NSR Honda, a OWO1 750 Yamaha raced last year by Rob McElnea before he returned to Grand Prix racing and an LCR sidecar featuring the latest 500cc Yamaha engine.

Dixon stresses that sidecars will take priority: "I would like to go for the British championship and other major home events with the solos, but if it does affect the sidecar performance I will drop them," he said.

Back door

The rider from Kent, who works for Coombe Valley Motor Cycles at Dover, almost got into the World championship through the back door. "I was hoping to go to Laguna Seca in America for the first round last week, but suddenly someone realised I wasn't on the grading list," he said. "Now I have accepted that I will have to do the Euro series this year and get points required for the move up in 1991."

One rider who feels that Dixon could be a major threat at world level is his old sparring partner, Webster: "He has got a lot of talent and with the right machine I honestly consider that he could be a front runner or even take over the title from me," said the Yorkshireman.

Young

Dixon, who admits only to being "not so young anymore", has plumped for sidecars as his target because he feels there is no room for advancement in solo racing as far as he is concerned.

"There is nowhere for me to go, except perhaps in Superbike, but I do have an ambition to be in the Grands Prix," he explained. "Age is not quite such a problem in sidecars and you don't have to be in a world team to have a chance of winning."

Dixon had his first sidecar return trial at the Cadwell national season opener last month and finished an impressive second to British champion Barry Brindley.

Problem

"The problem was that I did not have a passenger so I grabbed my young brother and put him in the chair," said Dixon. "He had never even been to Cadwell in his life before, and had not been on a racing outfit either. I reckon it frightened the life out of him but he tells me he wants more!"

Now it looks as though 25-year-old Sean Dixon is heading for a grand prix career as well. "I certainly hope I can make the grade but if I don't I would be prepared to step down in favour of a more experienced passenger," said Sean. "I wouldn't stand in the way of Darren's progress."

THE "SUPERSPORT" 400 RACE

GRID POSITIONS WILL BE DETERMINED BY TIMED PRACTICE

No.	Rider	Hometown	Entrant	Machine
3	Adrian Butcher	Dover	David Brown Kawasaki	250 Kawasaki
4	Ian McConnachie <i>Falk</i>	Chesterfield	Clay Cross Kawasaki	250 Kawasaki
5	John Yates	Chesterfield	Clay Cross Kawasaki	250 Kawasaki
6	Mark Bowen	Hoo	Mark Bowen Motorcycles	249 Kawasaki
7	John Laker	Pulborough	Alan Sargent	249 Kawasaki
8	John Reynolds	Nuthall	Kawasaki Motors	250 Kawasaki
9	Michael Outred	Coulsdon		250 Kawasaki
10	Terry Young	Chelmsford		250 Suzuki
11	John Roach	Crawley		250 Kawasaki
12	Nick Sargent	Sidcup		250 Kawasaki
14	Mark Proctor	Hailsham		250 Interlink Kawasaki
15	Kevin Davies	Pettswood	Deeprise Motorcycles	249 Deeprise Suzuki
16	Gavin Lee	Southampton	Rob Willsmer Motorcycles	250 Suzuki
17	Simon Clowes	Scawby		250 Yamaha
18	Steve Long	Scawby		250 Yamaha
19	Geoffrey Claridge	London		250 Kawasaki
20	Mark White	Swindon		250 Kawasaki
22	Kevin Wilson	Dartford		250 Kawasaki
37	Kevin Fawsitt	Dagenham		247 KRIS

LAP RECORD:

John Reynolds (250 Kawasaki)50.8s85.29 mph.....15/10/89

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.....
.....
Row 1	Row 2	Row 3	Row 4	Row 5	Row 6	Row 7

RESULTS

1st..... <i>8</i>	2nd..... <i>5</i>	3rd..... <i>12</i>	4th..... <i>16</i>	5th..... <i>4</i>	6th..... <i>18</i>
7th..... <i>9</i>	8th..... <i>11</i>	9th..... <i>16</i>	10th..... <i>20</i>	11th..... <i>6</i>	12th..... <i>22</i>
13th.....	14th.....	15th.....	16th.....	17th.....	18th.....
Winner's Time..... <i>1.33.8</i>	Speed..... <i>63.53</i> mph				
Fastest Lap: No..... <i>4</i>	Time..... <i>1.67</i>		Speed..... <i>64.96</i> mph		

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THE 250 G.P. RACE

GRID POSITIONS WILL BE DETERMINED BY TIMED PRACTICE

GRID POSITIONS WILL BE DETERMINED BY TIME			Machine
No.	Rider	Hometown	Entrant
2	Steve Hislop <i>Fell</i>	Scotland	Honda UK
3	Kevin Mitchell	Burton-on-Trent	B&M Motorcycles
4	Nigel Bosworth	Stoke Golding	Keppel Racing/S.S. Engineering
5	Ian McConnachie	Chesterfield	Clay Cross Motorcycles
6	Ian Newton	Skelmersdale	Harborough Bike Centre
7	Paul Booler	Market Harborough	Dodds Removals
8	Mark Whiting	Ashford	F.C.L. Cranleigh Motorcycles
9	Tom Hutton	Bristol	Wuick Silver/Phillips
10	Mark Linton <i>Fell</i>	Guildford	Brooklyn Salvage
11	Conor Brennan	London	D.T.R./Fowler Yamaha
12	Sean Emmett <i>Fell</i>	Weybridge	Favermay Racing
14	Tim Couzens	South Luffenham	St. Neotts Motorcycle Co. Ltd.
15	Darrell Higgins	Melksham	Westone Couriers
16	David Heal	Hailsham	
17	Royston Keen	Marlborough	
18	Rob Johnson	Weybridge	
19	Mick Otter <i>B/D</i>	Rotherham	
20	Steve Sawford	Sandy	
21	Paul Streets	Bromley	
22	Kevin Willson	Dartford	
23	Ian Taylor	Barnsley	
24	Nick Sergeant	Sidcup	
25	Steve Ruth	Sible Hedingham	
26	John Barton	Rochester	
27	Peter Knight	Felixstowe	
28	Steve Gabbott	Preston	
29	Rob Orme <i>Fell</i>	West Hallam	
30	Chris Rose	Hounslow	
31	Nicholas Turner	Croydon	
32	Gavin Le	Southampton	
33	Graeme Mitchel	Preston	
34	Darren Dixon	Folkestone	
35	Dean Blackwell	Sittingbourne	
36	Richard Pears-Jones	Kingswood	
37	Kevin Fawsitt	Dagenham	
38	Richard Chesson	Sittingbourne	
39	Mark White <i>B/D</i>	Swindon	
Reserves			
40	Geoff Swann <i>B/D</i>	Belfast	

LAP RECORD:

LAP RECORD:			
Kevin Mitchell (250 Yamaha)	48.4s	89.52 mph	17/9/89
Rob Orme (250 Yamaha)	48.4 s	89.52 mph	17.9.89

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Row 1	Row 2	Row 3	Row 4	Row 5	Row 6	Row 7

RESULTS

RESULTS

1st	3	2nd	20	3rd	16	4th	31	5th	17	6th	9
7th	8	8th	7	9th	11	10th	18	11th	22	12th	35
13th	26	14th		15th		16th		17th		18th	
Winner's Time	16.8.3					Speed	67.2				mph
Fastest Lap: No.	3			Time	1.26			Speed	69.22		mph

THE FORMULA II SIDECAR RACE

GRID POSITIONS WILL BE DETERMINED BY TIMED PRACTICE

No.	Rider	Hometown	Entrant	Machine
2	John Brindley/Chris Jones	Doncaster	Sabre Racing	348 Sabre Yamaha
3	David Saville/Paul Hutchinson	Retford	Sabre Racing	350 Sabre Yamaha
4	Tim Eade/Fred McDermott	Ringmer		350 Yamaha
5	Dick Hawes/Eddy Kiff	Purfleet		598 Ireson
6	John Thompson/Iain Caulton	Huntington	Sabre Racing	350 Yamaha
7	Ray Leather/John Scott	Hartley		350 Yamaha
8	Adrian Williams/David Crawford	Bristol		350 Yamaha
9	Peter Krukowski/Chris McGahon	Crawley		350 Windle
10	Martin Whittington/Christian Hefti	Mattersey	D. Skelton	Shellbourne
11	Andre Witherington/John Jackson	Retford		350 R.E.S. Yamaha
12	Dennis Keen/	Aldbourn		350 Yamaha
13	Norman Hanks/	Birmingham		350
14	Roy Hanks/Tom Hanks	Birmingham		350
15	Geoff Moeser/Steve Bennett	Leigh-on-Sea		350 Shellbourne Yamaha
16	Brian Gray/Peter Basile	High Wycombe	Brian Bray M/Cycles	350 Yamaha
17	Gary Dickenson/Dave Donning	Doncaster		350 Yamaha
18	Mick Haith/David Haith	Doncaster		350 Yamaha
19	Brian Denniss/Brian Gregory	West Croydon		347 Yamaha
20	Wally Saunders/Alan Blackhurst	Durinfeld		350 Yamaha

LAP RECORD:

LAP RECORD:
Bruce Ford-Dunn/Alistair Pirie (340 F-D Yamaha) ..52.3s82.53 mph.....23/10/88

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Row 1	Row 2	Row 3	Row 4	Row 5	Row 6	Row 7	Row 8	Row 9	Row 10

RESULTS

RESULTS														
1st.	2	2nd.	6	3rd.	8	4th.	10	5th.	3	6th.	5			
7th.	16	8th.	7	9th.	4	10th.	19	11th.	21	12th.				
13th.		14th.		15th.		16th.		17th.		18th.				
Winner's Time	133.2					Speed	66.36					mph		
Fastest Lap: No.	2					Time	1:37					Speed	68.02	mph

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No.	Rider	Hometown	Entrant	Machine
2	Richard Cutts	Sible Hedingham		496 Matchless
3	Bob Dalton	Ockley	Wheelsport/Haslemere Motorcycles	500 Tigcraft
4	Michael Smith	Harlow	K.P. Despatch	595 K.P. Rotax
5	Lee Cutler	Welling		250 Hickmott Suzuki
6	Steve Ruth	Sible Hedingham		500 Harris
7	John Laker	Pulborough	Alan G. Sargent	600 G.T.S. Yamaha
8	Bruce Stevenson	Tonbridge		250 Rotax
9	David Habel	Aylesbury		600 Rotax
10	Stephen Tannock Feb.	Bradford		500 Honda or 485 Harris KTM
11	Brett Randall	Chigwell		600 Tigcraft
12	Gary Rowe	Wellington	Burnt Tree Vehicle Hire	500 Honda
14	Paul Harrison	Leicester		500 Spondon Rotax
15	Barrie Middleton	Bradford-on-Avon		600 Ligcraft Munda
16	Vernon Glashier	Hatfield Broad Oak		496 Rutter Matchless
17	David Woolsey	Colchester	Marv Hackett	500 Seeley
18	Stevell Long	Scawby		250 Waggys
19	Simon CLOWES	Scawby		250 Suzuki
20	Steve Lanyman	High Wycombe	D. Chittenden (Hejira)	500 Hejira
21	Andy Davis	Ledbury		500 Honda
22	Tim Vernal	Ledbury		500 Honda
23	Simon Robinson	London		500 Honda
24	John Dieterman	Preston		250 Suzuki
25	Martin Roper	Tibberton		500 Honda
26	Dave Pither	Moreton-in-March	Dennis Trollope Racing	680 Yoshimira Yamaha
27	Dave Harnett	Luton		500 Honda
28	Alan Roberts	Stanford-Le-Hope		200 Tomic

LAP RECORD:
To be established.

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Row 1	Row 2	Row 3	Row 4	Row 5	Row 6	Row 7

RESULTS

1st	3	2nd	16	3rd	6	4th	4	5th	12	6th	11
7th	27	8th	9	9th	20	10th	6	11th	2	12th	28
13th		14th		15th		16th		17th		18th	
Winner's Time	1378	Speed				6600	mph				
Fastest Lap: No.	3	Time				1.43	Speed				67628
						mph					

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		UMBRELLAS	£20
► MOTOR CIRCUIT NEWS		► POSTERS	

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THE "TT FORMULA 1" SUPERBIKE RACE

GRID POSITIONS WILL BE DETERMINED BY TIMED PRACTICE

No.	Rider	Hometown	Entrant	Machine
5	Trevor Nation	Linchfield	J.P.S. Norton Racing	588 J.P.S. Norton
7	Darren Dixon <i>Fen.</i>	Folkestone	Padgetts (Batley)	750 Yamaha
8	Mark Linscott	London	Lenham Builders	750 Lenham Yamaha
9	Gary Weston	Ashford	CAT Motorcycles	750 Yamaha
10	Ian Simpson	Scotland	Francis Neill Racing	750 Francis Neill Honda
11	Phil Burley	Southern-on-Sea	Julian Soper Motorcycles	750 Yamaha
12	Dave Redgate	Orpington	CAPP Motorcycles	749 Yamaha
14	Tim Bourne <i>Fen.</i>	Ashford	Bromley Haulage/Groundwork S.E./Southdown Plant	750 Yamaha
15	Mark Farmer <i>Fen.</i>	Crawley	R & B Electronics	750 Kawasaki
16	John Burgess	Thornton Heath		500 Suzuki
17	Adrian Squirrell	Ipswich		600 Yamaha
18	Matt Llewellyn	Glenfield	Flitwick Motorcycles	750 Yamaha
19	David Real	Stanford-Le-Hope		750 Honda
20	Steve Spray <i>Fen.</i>	Litchfield	J.P.S. Norton Racing	588 J.P.S. Norton
21	Tim Poole	Northwich	Poole Plumbing & Heating	750 Suzuki
22	Peter Boast	Market Rasen	G.F.S. Racing	750 Kawasaki
23	Brendan Doyle	London		750 Sony Honda
24	Andrew Ward	Selby		750 Heron Suzuki
25	Hugh Mason	Lewes		750 Honda
26	Peter Graves	Teddington		750 Yamaha
27	Steve Kibble	Wickford	Steve China	500 Suzuki
28	Ray Stringer	Stoke Golding	Towcester Tuning Shop	750 Yamaha
29	Simon Bastow	Batley		749 Suzuki
30	David Woolsey	Colchester	Merv Hackett	800 Ducati
31	Dean Ashton	Hull	B. Lynch	750 Lynch Yamaha
32	Geoff Baldock	Louth	A & J Transport	508 Honda
33	Trevor Stafford	Ashford		750 Honda
1	<i>M. Phillips</i>			

LAP RECORD:
Terry Rymer (750 Yamaha)47.6s91.03 mph15/10/89
Steve Spray (588 Norton)47.6s91.03 mph15/10/89

Row 1 Row 2 Row 3 Row 4 Row 5 Row 6 Row 7

RESULTS

1st *5* 2nd *1* 3rd *9* 4th *12* 5th *20* 6th *34*
7th *26* 8th *24* 9th *27* 10th *30* 11th 12th
13th 14th 15th 16th 17th 18th
Winner's Time *18.52* Speed *68.98* mph
Fastest Lap: No. *20* Time *1.05* Speed *78.12* mph

THE OPEN SIDECAR RACE

GRID POSITIONS WILL BE DETERMINED BY TIMED PRACTICE

No.	Rider	Hometown	Entrant	Machine
2	Clive Stirrat/Simon Prior	Worthing		500 JPX-LCR
3	Derek Brindley/Nick Roche	Bawtry		500 Padgett Yamaha
4	Ian Ashley/Tony Darby	Wirral		500 L.C.R. Krauser
5	Andy Westhead/Bernard Thear	Blyton		700 Windel Yamaha
6	John Cable/Christopher Plant	Meopham	London Town Despatch	500 Windel Yamaha
7	Raymond Burrows/Paul Cleaves	Littlehampton		750 Baker Yamaha
8	Roger Body/Andy Peach	Meopham	Hall Aggregates S.E. Ltd	700 L.C.R. Yamaha
9	Barry Smith/David Smith	Peacehaven	Jay Dee Racing	500 Windle A.D.M.
10	Geoff Thomas/Barry Husbands	Shrewsbury		1100 Suzuki
11	Stuart Hall/Lee Eastell	Hingham	Sands T.V. Services	700 Yamaha
12	Alf Whisker/Thomas Pettman	Northfleet		700 L.C.R. Yamaha
14	Brian Aslett/David Vaughan	Weybridge	Capitol Motorcycles	1260 ASCO Derbyshire
15	Mark Reddington/Robert Parker	Stourbridge		500 W.R. Krauser
16	Mike Smith/Kevin Webster	Clifton		500 L.C.R. Krauser
17	Darren Dixon/Sean Dixon <i>B/D</i>	Folkestone	Padgetts (Batley)	700 Yamaha
18	Brian Gray/Peter Basile	High Wycombe	Brian Gray M/Cycles	750 Yamaha
19	Brian Reeves/Dave Fordham <i>S/D.</i>	Biddenden		700 Windle Yamaha
20	Gary Thomas/Tony Strevens	Orpington		L.C.R.
21	Mick Thompson/Ian Stapleton	Bedford	Les Brown	700 Krauser

LAP RECORD:
Steve Webster/Tony Hewitt (500 Krauser)47.9s90.46 mph.....15/10/89

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Row 1	Row 2	Row 3	Row 4	Row 5	Row 6	Row 7

RESULTS

1st	2nd	3rd	4th	5th	6th
3	11	4	14	18	22
7th	8th	9th	10th	11th	12th
13th	14th	15th	16th	17th	18th
Winner's Time	15.20.1		Speed	70.64	mph
Fastest Lap: No.	3, 17	Time	59.2	Speed	72.70 mph

GRID POSITIONS WILL BE DETERMINED BY TIMED PRACTICE

No.	Rider	Hometown	Entrant	Machine
3	Geoff Johnson	Richmond	Mitsui Yamaha	600 Yamaha
4	Ian McConnachie	Chesterfield	Clay Cross Kawasaki	600 Kawasaki
5	John Yates	Chesterfield	Clay Cross Kawasaki	600 Kawasaki
6	Rory Thomson	Scotland	Garrick Motorcycles	600 Yamaha
7	Paul Booler	Market Harborough	Harborough Bike Centre	600 Yamaha
8	Ian Simpson	Scotland	Francis Neill Racing	600 Carrick Yamaha
9	Gary Weston	Ashford	CAT Motorcycles	600 Yamaha
10	Howard Selby	Scotland		600 Yamaha
11	Phil Borley	Southend-on-Sea	Julian Soper Motorcycles	600 Yamaha
12	John Burgess	Thornton Heath	Team Green/David Brown Motorcycles	600 Kawasaki
14	Peter Graves	Teddington		600 Yamaha
15	Mark Farmer	Crawley	Aldridge Racing	600 Yamaha
16	John Reynolds	Nuthal	Kawasaki Motors	600 Kawasaki
17	Adrian Squirrell	Ipswich		600 Yamaha
18	Lee Cutler	Welling		600 Honda
19	John Roach	Crawley	TeamGreen/David Brown Motorcycles	600 Kawasaki
20	Roger Milne	Boroughbridge	Veco Automotive	600 Yamaha
21	Mark Raggett	Ashford		600 Yamaha
22	Peter Boast	Market Rasen	G.F.S. Racing	600 Kawasaki
23	Stephen Gilbert	Whyteleafe		600 Honda
24	Vince Cundle	London		600 Honda
25	Jason Emmett	Finchampstead		600 Yamaha
26	Brendan Doyle	London		600 Yamaha
27	Mark Hill	Northolt		600 Yamaha
28	Dean Ashton	Hull	B. Lynch	600 Yamaha
29	Antony Cummins	Billingham	Tillstons M/Cycles	500 Tillstons Yamaha
30	Russell Aldous	Sidcup	Team Green/David Brown M/Cycles	600 Kawasaki
32	Geoff Baldock	Louth	A & J Transport	598 Honda

Mike Edwards (600 Yamaha)	50.2s	86.31 mph	15/10/89
Gary Weston (600 Yamaha)	50.2s	86.31 mph	15/10/89

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Row 1	Row 2	Row 3	Row 4	Row 5	Row 6	Row 7

1st	2nd	3rd	4th	5th	6th
7th	8th	9th	10th	11th	12th
13th	14th	15th	16th	17th	18th
Winner's Time			Speed		
Fastest Lap: No.			Time		
			Speed		

Events	1	2	3	4	5	6	7	8
1	350	300	200	600	200	80	325	250
2	300	225	150	450	100	60	275	200
3	250	150	100	300	80	50	175	150
4	200	100	80	200	60	40	150	125
5	150	75	70	150	50	35	75	75
6	100	50	50	100	40	30	60	60
7	60	40	40	80	30	25	50	50
8	40	30	30	50	20	20	40	40
9	30	20	20	40	10	20	30	30
10	20	10	10	30	10	20	20	20

15

GRID POSITIONS WILL BE DETERMINED BY TIMED PRACTICE

No.	Rider	Hometown	Entrant	Machine
3	Geoff Johnson	Richmond	Mitsui Yamaha	1002 Yamaha
4	Dave Martin	Southall		1052 Suzuki
5	Graham Read	Hinckley		1000 Yamaha
6	Rory Thomson	Scotland	Carrick Motorcycles	1000 Yamaha
7	Graham Marchant	Tonbridge	Sevenoaks & Slipstream Motorcycles	1000 Yamaha
8	Tim Stone	Harrow Weald	Rex Judd Motorcycles	1000 Yamaha
10	Howard Selby	Scotland		1000 Yamaha
12	Roger Milne	Boroughbridge	Veco Automotive	1000 Yamaha
14	Christopher Perrin	Carshalton	Fenmore Racing	1127 Suzuki
15	Geoff Baldock	Louth	A & B Transport	1002 Yamaha
16	Dean Ashton	Hull	B. Lynch	1000 Lynch Yamaha

LAP RECORD:
Geoff Johnson (750 Kawasaki).....51.4s84.29 mph17.4.87

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Row 1	Row 2	Row 3	Row 4	Row 5	Row 6	Row 7

RESULTS					
1st	2nd	3rd	4th	5th	6th
7th	8th	9th	10th	11th	12th
13th	14th	15th	16th	17th	18th
Winner's Time			Speed	mph	
Fastest Lap: No.		Time	Speed	mph	

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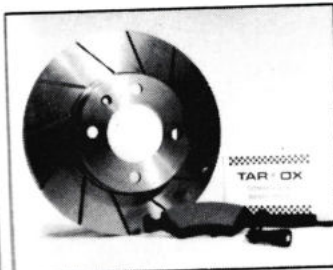
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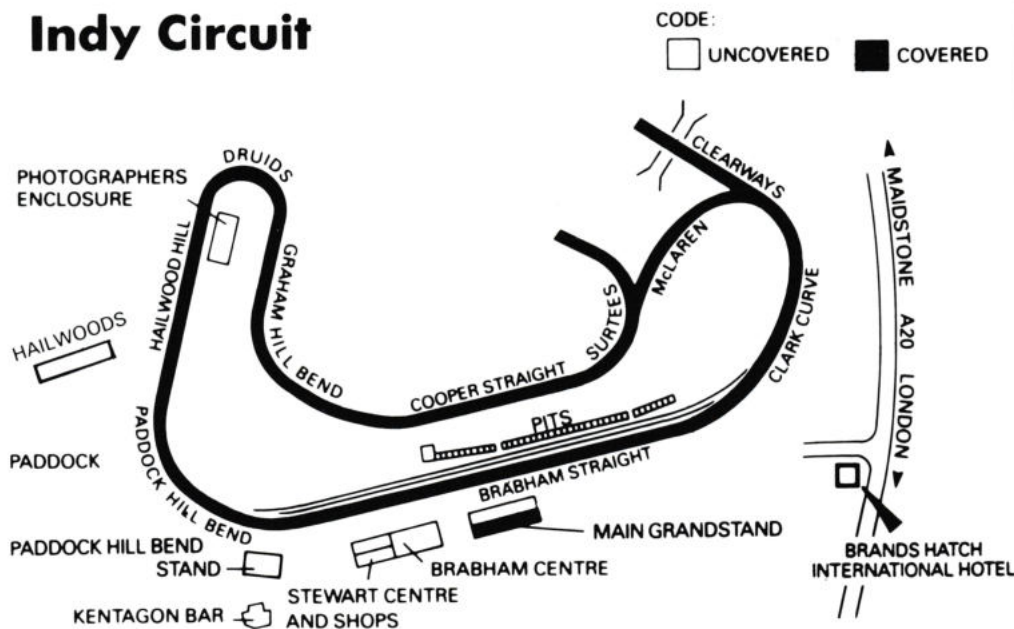


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Please do not leave litter about the grounds — take it with you. Remember to drive with care and caution when leaving the grounds. To safeguard both competitors and public animals are not admitted. **This is most important.**

Prohibited Area Notices. The public are not permitted in the areas where these notices are displayed. The fences are there for protection, and any person or persons found trespassing or willfully damaging trees, fences, etc., will be prosecuted by Brands Hatch Circuits Ltd. The promoters reserve the right without notice to make any alteration in the race programme.

Police Enquiry Office

The above is situated at the rear of the main grandstand building and is signposted 'Police Enquiries'. 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 this office. **This applies only to major meetings.**

May we ask spectators, officials and competitors to approach and leave the circuit by way of the A20, M25, and not drive through Fawkhams village whenever possible. Thank you for co-operation.

Lap Speed Table

Brands Hatch Speed Table
1 Lap = 1.2036 Miles

$$\text{SPEED (in mph)} = \frac{1.2036 \times 3600 \times \text{No of laps}}{\text{Time taken (in sec)}}$$

Time	Speed	Time	Speed	Time	Speed	Time	Speed	Time	Speed	Time	Speed	Time	Speed	Time	Speed	Time	Speed	Time	Speed
sec	mph	sec	mph	sec	mph	sec	mph	sec	mph	sec	mph	sec	mph	sec	mph	sec	mph	sec	mph
35.0	123.80	38.4	112.84	41.8	103.66	45.2	95.86	48.6	89.16	52.0	83.33	55.4	78.21	58.8	73.69	62.1	69.77	65.4	66.25
35.1	123.45	38.5	112.54	41.9	103.41	45.3	95.65	48.7	88.97	52.1	83.17	55.5	78.07	58.9	73.56	62.2	69.66	65.5	66.15
35.2	123.10	38.6	112.25	42.0	103.17	45.4	95.44	48.8	88.79	52.2	83.01	55.6	77.89	59.0	73.32	62.3	69.55	65.6	66.05
35.3	122.75	38.7	111.96	42.1	103.92	45.5	95.23	48.9	88.61	52.3	82.85	55.7	77.79	59.1	73.12	62.4	69.44	65.7	65.95
35.4	122.40	38.8	111.67	42.2	103.68	45.6	95.02	49.0	88.43	52.4	82.69	55.8	77.65	59.2	73.19	62.5	69.33	65.8	65.85
35.5	122.10	38.9	111.38	42.3	103.43	45.7	94.81	49.1	88.25	52.5	82.53	55.9	77.51	59.3	73.07	62.6	69.22	65.9	65.75
35.6	121.75	39.0	111.10	42.4	102.19	45.8	94.61	49.2	88.07	52.6	82.38	56.0	77.37	59.4	72.95	62.7	69.11	66.0	65.65
35.7	121.37	39.1	110.82	42.5	101.95	45.9	94.40	49.3	87.89	52.7	82.22	56.1	77.24	59.5	72.82	62.8	69.00	66.1	65.55
35.8	121.03	39.2	110.53	42.6	101.71	46.0	94.19	49.4	87.71	52.8	82.06	56.2	77.10	59.6	72.70	62.9	68.89	66.2	65.45
35.9	120.70	39.3	110.25	42.7	101.47	46.1	93.99	49.5	87.53	52.9	81.91	56.3	76.96	59.7	72.58	63.0	68.78	66.3	65.35
36.0	120.36	39.4	109.97	42.8	101.24	46.2	93.79	49.6	87.36	53.0	81.75	56.4	76.83	59.8	72.46	63.1	68.67	66.4	65.26
36.1	120.03	39.5	109.70	42.9	101.00	46.3	93.58	49.7	87.18	53.1	81.60	56.5	76.69	59.9	72.34	63.2	68.56	66.5	65.16
36.2	119.70	39.6	109.42	43.0	100.77	46.4	93.38	49.8	87.01	53.2	81.45	56.6	76.55	60.0	72.22	63.3	68.45	66.6	65.06
36.3	119.37	39.7	109.14	43.1	100.53	46.5	93.18	49.9	86.83	53.3	81.29	56.7	76.42	60.1	72.10	63.4	68.34	66.7	64.96
36.4	119.04	39.8	109.09	43.2	100.30	46.6	92.98	50.0	86.66	53.4	81.14	56.8	76.28	60.2	72.00	63.5	68.24	66.8	64.86
36.5	118.70	39.9	108.60	43.3	100.07	46.7	92.78	50.1	86.49	53.5	80.99	56.9	76.15	60.3	71.86	63.6	68.13	66.9	64.77
36.6	118.37	40.0	108.32	43.4	99.84	46.8	92.58	50.2	86.31	53.6	80.84	57.0	76.02	60.4	71.74	63.7	68.02	67.0	64.67
36.7	118.06	40.1	108.06	43.5	99.61	46.9	92.39	50.3	86.14	53.7	80.69	57.1	75.88	60.5	71.62	63.8	67.91	67.1	64.57
36.8	117.74	40.2	107.79	43.6	99.38	47.0	92.19	50.4	85.97	53.8	80.54	57.2	75.75	60.6	71.50	63.9	67.81	67.2	64.48
36.9	117.42	40.3	107.52	43.7	99.15	47.1	91.99	50.5	85.80	53.9	80.39	57.3	75.62	60.7	71.38	64.0	67.70	67.3	64.38
37.0	117.11	40.4	107.25	43.8	98.93	47.2	91.80	50.6	85.63	54.0	80.24	57.4	75.49	60.8	71.27	64.1	67.60	67.4	64.29
37.1	116.80	40.5	106.99	43.9	98.70	47.3	91.61	50.7	85.46	54.1	80.09	57.5	75.36	60.9	71.15	64.2	67.49	67.5	64.19
37.2	116.48	40.6	106.72	44.0	98.48	47.4	91.41	50.8	85.29	54.2	79.94	57.6	75.22	61.0	71.03	64.3	67.39	67.6	64.10
37.3	116.17	40.7	106.46	44.1	98.25	47.5	91.22	50.9	85.13	54.3	79.80	57.7	75.09	61.1	70.92	64.4	67.28	67.7	64.01
37.4	115.85	40.8	106.20	44.2	98.03	47.6	91.03	51.0	84.96	54.4	79.65	57.8	74.96	61.2	70.80	64.5	67.18	67.8	63.91
37.5	115.55	40.9	105.94	44.3	97.81	47.7	90.84	51.1	84.79	54.5	79.50	57.9	74.84	61.3	70.68	64.6	67.08	67.9	63.81
37.6	115.24	41.0	105.68	44.4	97.59	47.8	90.65	51.2	84.63	54.6	79.36	58.0	74.71	61.4	70.56	64.7	66.97	68.0	63.72
37.7	114.93	41.1	105.42	44.5	97.37	47.9	90.46	51.3	84.46	54.7	79.21	58.1	74.58	61.5	70.45	64.8	66.87	68.1	63.63
37.8	114.66	41.2	105.17	44.6	97.15	48.0	90.27	51.4	84.30	54.8	79.07	58.2	74.45	61.6	70.34	64.9	66.76	68.2	63.53
37.9	114.34	41.3	104.91	44.7	96.93	48.1	90.08	51.5	84.14	54.9	78.92	58.3	74.32	61.7	70.23	65.0	66.76	68.3	63.44
38.0	114.03	41.4	104.66	44.8	96.72	48.2	89.90	51.6	83.97	55.0	78.78	58.4	74.19	61.8	70.11	65.1	66.56	68.4	63.35
38.1	113.73	41.5	104.41	44.9	96.50	48.3	89.71	51.7	83.81	55.1	78.64	58.5	74.07	61.9	70.00	65.2	66.46	68.5	63.25
38.2	113.43	41.6	104.16	45.0	96.29	48.4	89.52	51.8	83.65	55.2	78.50	58.6	73.94	62.0	69.89	65.3	66.35	68.6	63.16
38.3	113.13	41.7	103.91	45.1	96.07	48.5	89.34	51.9	83.49	55.3	78.35	58.7	73.82					68.7	63.07

FLAG SIGNALS

Red: Immediate stop by all riders. Only used by the Clerk of the Course or his deputy and displayed only at the start/finish line.

Yellow plus yellow with red stripes held crossed: These two flags shown crossed diagonally and held aloft, indicate the race has been stopped and is accompanied by a red flag (see above) at the start/finish line.

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

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

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

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

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

White: Ambulance or course car on circuit.

Yellow with black cross: Denotes start of last lap.

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

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

OFFICIALS AND ACKNOWLEDGEMENTS

Stewards appointed by the ACU:

Stan Mellish

Appointed by SEACU:
Ken Piles

Appointed by the KRC:
Ken Phillips

ACU Timekeeper in Charge:
Nick Hooper

Clerk of the Course:
J. Ward Jr.

Assistant Clerk of the Course:
A. Provey

Safety Officer:
H. Bratton

Media Centre:
Colin Mann

Chief Course Marshal:
J. Ward Snr

Chief Paddock Marshal:
D. Davey

Chief Scrutineer:
J. Wilson

Judge:
Mrs. S. Ringrow

Starters:
A Jones

Marshals:
Rochester MC Ltd
Gravesend Eagles
Greenwich M&MCC Ltd
Triumph Owners Club

Medical Services
Medical Officer:

St John Ambulance Brigade

Doctors:
Dr Peter Richards C.M.O
Dr Tim Ball
Dr Rob Thompson

Paramedics:
Peter Walker
John Fish

Medical Car:
Toyota GB

Secretary of the Meeting:
David G. McNealy,
120 The Delce, Rochester,
Kent ME1 2QT
Ansaphone 0634-841499

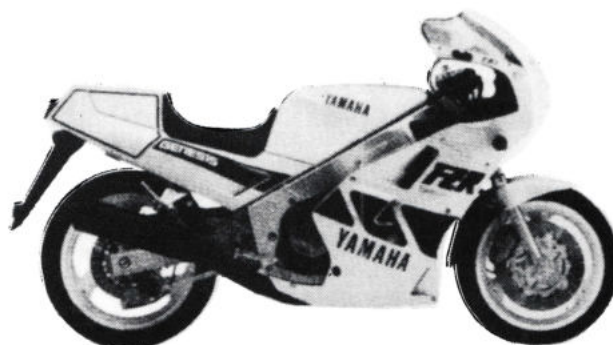
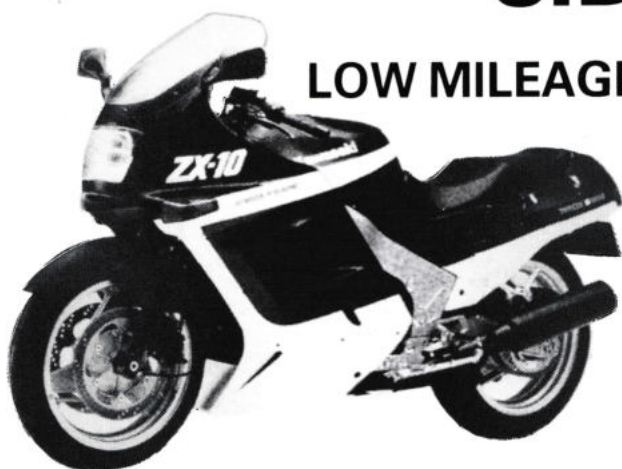
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(Too many lines to mention)

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01-303 7681

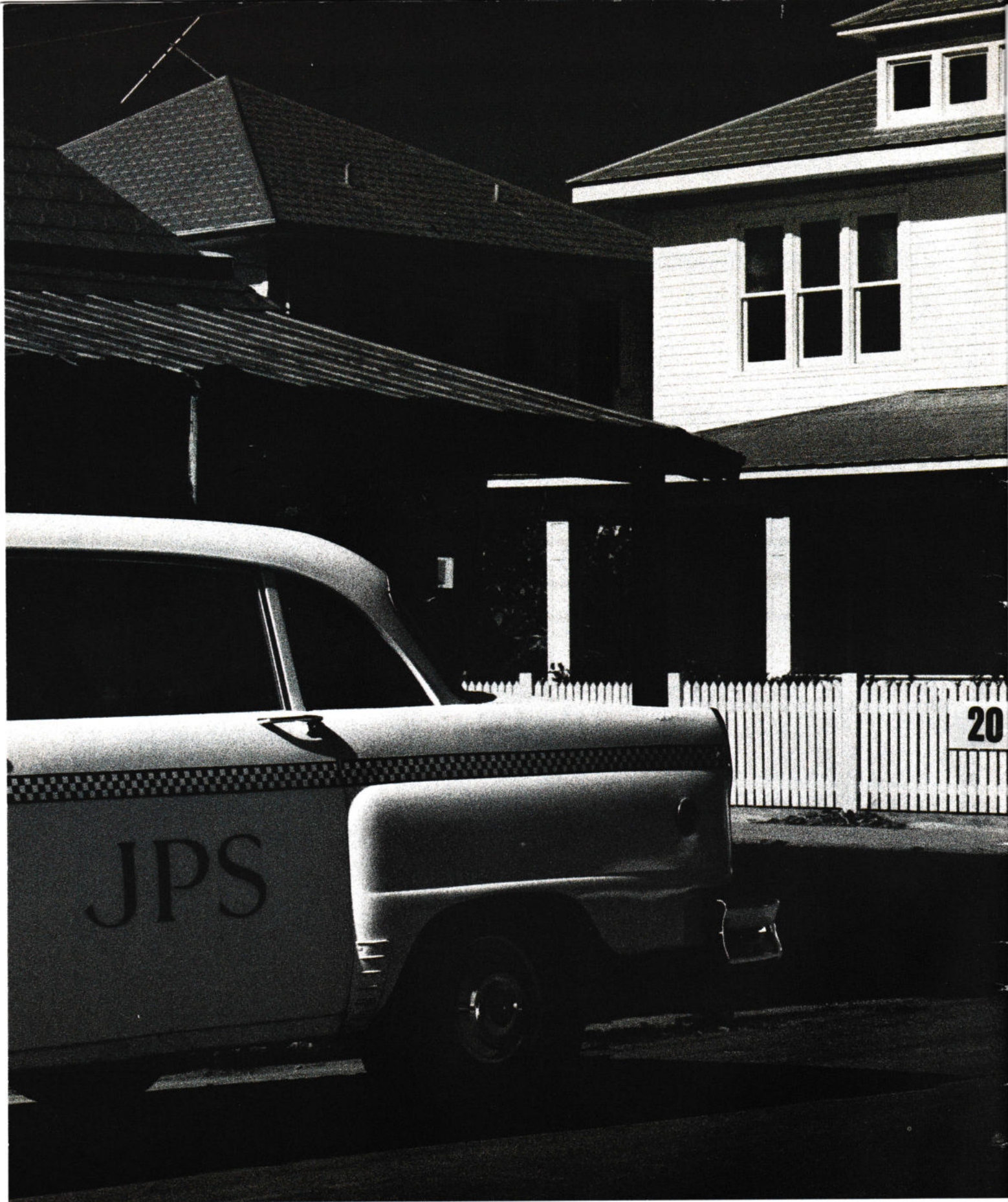
SPARES

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CLOTHING

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SIDCUP
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MIDDLE TAR As defined by H.M. Government
Warning: **SMOKING CAN CAUSE HEART DISEASE**
Health Departments' Chief Medical Officers