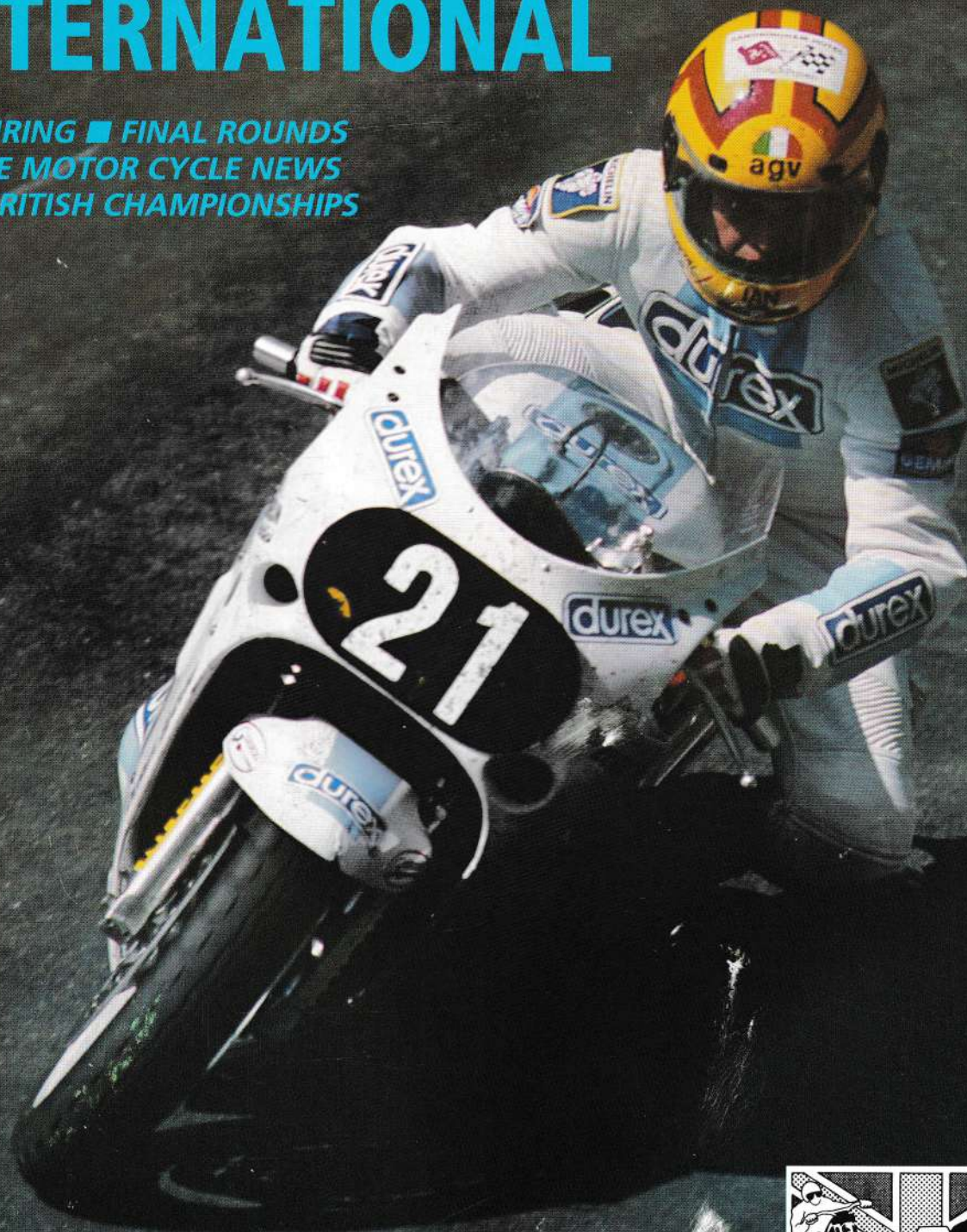


POWERBIKE INTERNATIONAL

FEATURING ■ FINAL ROUNDS
OF THE MOTOR CYCLE NEWS
ACU BRITISH CHAMPIONSHIPS



ORGANISED BY



BRANDS HATCH



SATURDAY/SUNDAY
14/15th OCTOBER, 1989

**OFFICIAL
PROGRAMME**
£1.00

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TIMETABLE

Saturday, 14th October, 1989

PRACTICE	Untimed	Timed
250cc GP	09.15-09.35	14.15-14.30
Formula 1	09.40-10.00	12.05-12.20
125cc GP	10.05-10.25	13.30-13.45
Production	10.30-10.50	15.00-15.15
Supersport 400	10.55-11.15	15.20-15.35
Supersport 600	11.20-11.40	16.00-16.15
250 International	11.45-12.00	17.00-17.15
F2 Sidecars	13.50-14.10	16.20-16.35
Open Sidecars	14.35-14.55	16.40-16.55
Powerbike International	15.40-15.55	

Sunday, 15th October, 1989

PRACTICE	Untimed	Timed
250cc GP	09.15-09.25	
Formula 1	09.30-09.40	
125cc GP	09.45-09.55	
Production	10.00-10.10	
Supersport 400	10.15-10.25	
Powerbike International		10.30-10.45
F2 Sidecars	10.50-11.00	
Supersport 600	11.05-11.15	
Open Sidecars	11.20-11.30	
250 International	11.35-11.45	

RACING

Races will be run as quickly as possible, in the following order, starting at 12.00.

- Race 1 14 Laps 1989 MCN/ACU British Championship —
125cc
- Race 2 14 Laps 1989 MCN/ACU British Championship —
Supersport 400
- Race 3 10 Laps The 250 International Race
- Race 4 14 Laps 1989 MCN/ACU British Championship —
Supersport 600
- Race 5 14 Laps 1989 MCN/ACU British Championship —
Formula 2 Sidecars
- Race 6 17 Laps 1989 MCN/ACU British Championship —
TT Formula 1
- Race 7 17 Laps 1989 MCN/ACU British Championship —
250cc
- Race 8 18 Laps Powerbike International
- Race 9 14 Laps 1989 MCN/ACU British Championship —
Open Sidecars
- Race 10 14 Laps 1989 MCN/ACU British Championship —
Production

This meeting will be held under the National Sporting Code and the standing instructions of the ACU and the International Sporting Code of the FIM.

ACU Permit Nos: 746/747
 IMN Number: 07/52

Perm. Course Licence No: 005

FOR DETAILS OF OUR NEXT EVENT



PAGE THE ORACLE



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

Just in time

THIS WEEKEND'S appearance of three times World Champions Steve Webster and Tony Hewitt depended entirely on the arrival date of Steve's second addition to the family.

"If the child has been born I will come, if it hasn't I won't," he warned.

But wife Karen settled the issue with the early delivery of Simon on September 26th. Their daughter Holly will be two in December so the World Champion can expect a busy time at home during the off season.

After four consecutive years as British sidcar champions, Steve and Tony decided not to defend the title this year, although they still like to get in as many home meetings as possible.

In the balance

NORTON'S HOPES of contesting the 500cc World Championship rests on the decision of the FIM (Federation International Motorcycle) congress which meets in Brugge, next Sunday.

The British team is asking the FIM to accept its twin cylinder rotary engine as being of 588 cubic capacity and remove the current loading of 1.7 to 1, that effectively

"The growing pressure of Grands Prix made it impractical to contest the British series as well," explained Steve.

They did contest four of the five rounds in the Shell Oils Supercup winning them all and claiming the title with relative ease. This was despite a worrying moment at the final round at Brands Hatch, when the race was stopped as an outfit overturned while they were involved in a first place battle with Barry Brindley and Steve Abbott.

"We really had to go for it in the second part of the race," admitted Steve, who broke the outright bike lap record as he made sure of his fourth win in the series.

tively makes it a 999cc twin that has been given dispensation to run in the Formula One class.

If the engine is officially recognised as a 588cc unit, Norton say it will be able to produce a slightly smaller 500cc version that would be run in the Grands Prix. Norton has already said it is looking to 1991 as its GP debut year.

Clever Trevor



Trevor Nation is back to full fitness and raring to go.

Photo: John Downs

TREVOR NATION hopes to be back in action this weekend after a couple of weeks on the sidelines following his second crash of the season at Cadwell Park.

The Norton rider tangled with Carl Fogarty at Park corner and as well as concussion suffered a cracked rib, which started to play up when he practised at Donington two weeks ago.

"I thought everything was okay but it turned out to be pretty painful and I decided it would be best not to race," said Nation. "I certainly hope to be back at Brands for a final fling and hopefully get some championship points."

Last Sunday his team mate Steve Spray was in action on the Derbyshire hillsides near Ashbourne, in the Stars of Darley event. He finished second overall in the two-leg feature race to F1 world champion Fogarty, after making not the best of starts. "To be straight to the point I screwed them up," admitted Spray. "The first race was stopped after three laps because of an accident and I was only fifth away in the re-start. It was the same for the second race, and with only 10 laps to play with there was no real chance of getting on terms with Carl."

Going for gold

PAUL IDDON, back in action after being sidelined through injury for almost six weeks, had the chance to have a race outing on one of the JPS Nortons at Donington's penultimate British championship round.

"It came out of the blue and only five minutes before qualifying was due to start," said Iddon, who was offered the machine to have been raced by Trevor Nation who was himself injured in a race crash at Cadwell the weekend before.

"I had only 20 minutes on the track and no time to get the bike set up except for a few alterations to the handlebars and seat to make it fit me," he said.

Just the same the Derbyshire rider got around as quickly on the Norton as on his own 750cc Yamaha, although in the race he was forced to slow because of the handling and the bike's tendency to go into a 'tank

slapper' on the straights.

"The trouble was that where Trevor rides with a lot of weight pressed down on the front end I moved the seat back and took the front end weight with it," he explained.

Just the same Paul was very impressed with the performance of the British machine. "There is certainly not a great deal wrong with the engine which is very powerful and I would certainly jump at the chance to race it again if I had the opportunity to set it up to suit my style," he added.

Paul is still suffering a bit from the back injury that resulted in a crash at Donington while practising for the Grand Prix support F1 Superbike challenge on August 4th. "I am still having physiotherapy but it's getting better all the time," said Paul who races his TTS Yamaha in the F1 and Powerbike events this weekend.

KENTAGON AND HAILWOODS OPENING TIMES

HAILWOODS		KENTAGON	
Breakfast	7.30am-11.30am	Breakfast	7.30am-11.30am
Lunch	11.30am-2pm	Lunch	11.30am-2.30pm
Afternoon Teas	2.30pm-4pm	Afternoon Teas	2.30pm-4pm
Bar open	10.00am-6.30pm	Bar open	10.00am-11pm

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Ian's GP return

DOUBLE BRITISH champion Ian McConnachie will almost certainly return to Grand Prix racing next season, in the 250cc class.

The 24-year-old son of a surgeon from Ashdover, Derbyshire, quit the world championship scene at the end of last year after five seasons contesting the 80cc championship.

"I got disillusioned with the set-up at the time and decided to spend a season on the home circuits," said McConnachie who has clinched the 250 and Supersport 400 MCN/ACU British titles.

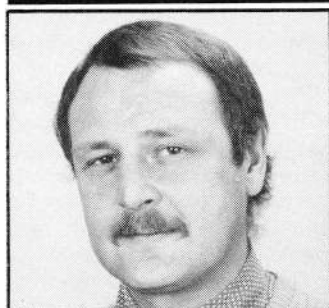
Now, sponsor David Houseley, boss of Clay Cross Kawasaki, is taking on an Aprilia dealership and he plans to put Ian back into the world arena with a 250cc racing machine from the Italian factory.

But it does not mean that McConnachie, who works as a travel agent with the Co-op, will be missing from the British circuits in 1990. "As well as the Aprilia, I shall also be racing a 125cc Honda and the 250cc Kawasaki Super-

sport 400 machine at home meetings," he said. "At the moment we do not intend to contest all the world championship rounds, it will be a matter of seeing how things go at the start and planning from there."

During his five years with the 80s Ian became the first British solo rider to win a British world championship round, taking a West German Krauser to victory at Silverstone in 1986. That year he was sixth in the championship, while in 1987 he clinched his best with fifth place.

ON AIR



Your commentator today is Fred Clarke, assisted by Stuart Perry.

Delayed return

JIM WHITHAM has had to shelve plans to make a return to racing at Brands this weekend. He broke his right foot and ankle when he crashed during the Ulster Grand Prix in August and the damage caused has turned out to be worse than at first thought.

"There is still a lack of movement in the ankle and in fact I am still getting about on sticks," said the Yorkshire rider on Monday.

Jim is having daily physiotherapy and said that he feels perfect in himself and can't wait to jump back on a bike. "I've even gained half a stone in weight," he added.

Quite sensibly Whitham has decided that because he has no chance of retaining his British Production Championship, or winning any other title, there is little to be gained from riding again before he is fully fit. "The doctor has also told me that if I did crash and damage my foot again I would be in real trouble," he added.

Jim will be at Brands throughout the weekend

having been involved in a Durex Suzuki team promotion at the Kentagon. He is now looking to the Macau GP next month as his return event. "I shall have a leisurely ride there and make sure I am fully fit for the start of next season," he said.

NEWSBITES

● Double British Champion, Ian McConnachie, Steve Spray, Barry Brindley and Graham Rose, plus the other five champions to be crowned in the final rounds this weekend will all receive their silverware during the ACU's two-day seminar at Nottingham University on December 16/17th.

● If Aussie Paul Lewis does race a 500cc Suzuki in the Powerbike event this weekend it will be the first time he has ridden a 500cc machine since he contested the World Championship with the Skoal Bandit Suzuki team in 1986.



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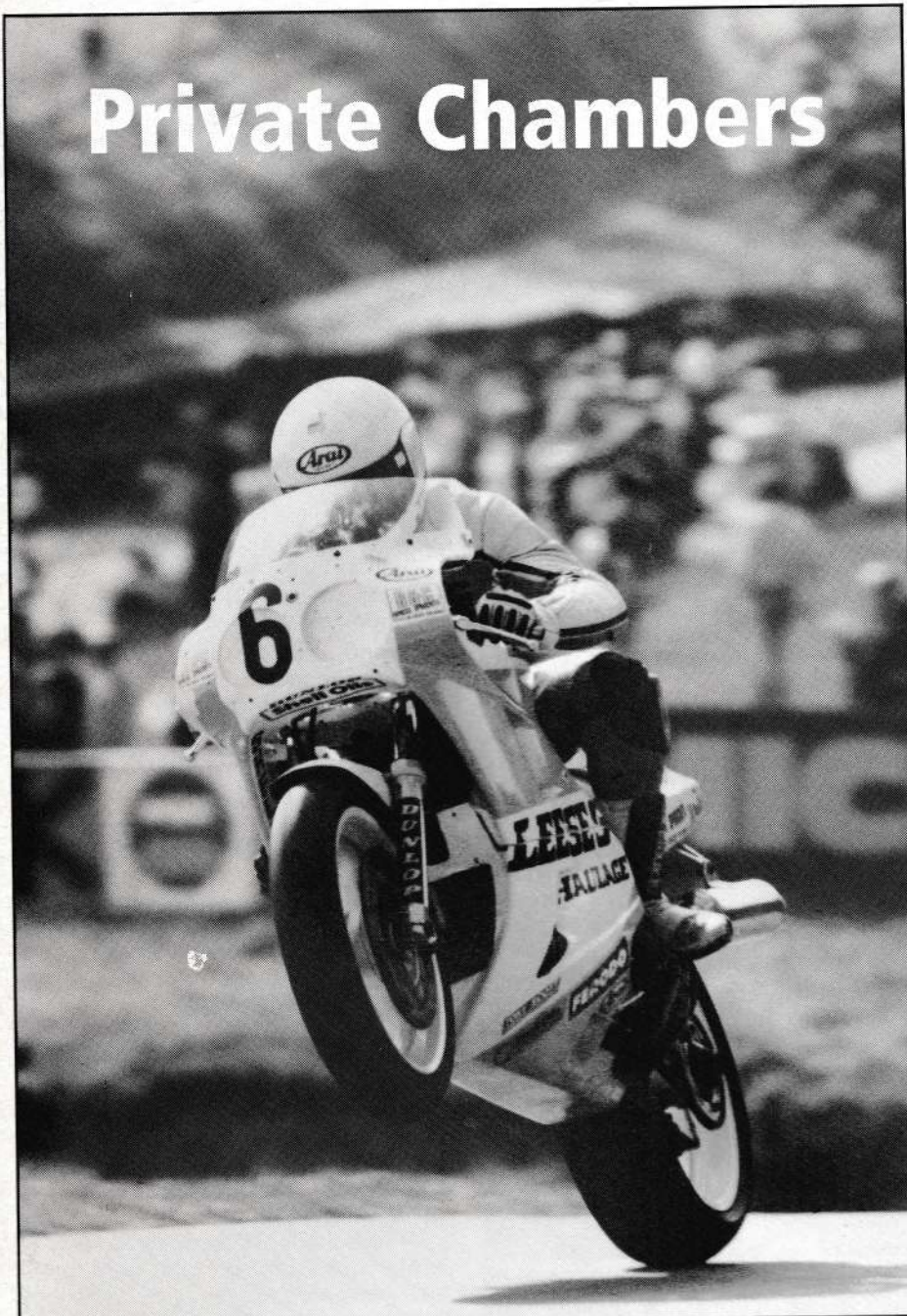
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Private Chambers



Steve Chambers lifting the front wheel at Cadwell Park's Mountain.

THERE ARE RIDERS WHO are good and know it, and riders who think they are good and seldom show it. Then there are those who believe in themselves and their ability, don't say a lot, but just get on the job of producing results which they believe should speak for themselves. Steve Chambers is, perhaps, the outstanding example in the last category. *George Turnbull investigates...*

The blond 26-year-old, who lives at Saxilby, Lincolnshire, is widely regarded as Britain's top privateer; he has the results to prove it and is proud of it.

His versatility is remarkable. He has proved himself in Europe on 250's and endurance machines, at home he has raced, and won, on everything from a BSA Bantam to F1 and Superbikes, and is a constant threat to Britain's top riders.

To the casual observer Chambers finished only sixth in the Shell Oils TT Formula One Supercup championship. But look at the five ahead of him...Steve Spray, Terry Rymer, Carl Fogarty, Brian Morrison and Trevor Nation. Some company, and all works mounted!

In the Supercup Superbike championship Chambers was beaten to the title by Morrison by only four points, although he would be the first to concede that Rymer, for example, missed rounds because of world championship commitments.

Perhaps his modesty is self defeating. The nearest thing to a boast one could attribute to Chambers was his comment: "I think if you can ride one bike well you can ride them all." As it happens he can.

Although 250's are his favourite class it did not take him long to realise that riders do not get the credit, or the publicity, they deserve. Hence his switch to bigger machinery.

Chambers is still having to make it like a few of his contemporaries — good enough to get into the newspaper columns, but now well enough off to become a full time professional racer.

Fortunately he has a loyal sponsor in Charlie Leese, of Leese's Haulage, from Exmouth, Devon, and equally loyal parents, John and Mary Chambers, who follow his racing career avidly. But a toolmaker by trade, Chambers, with his own place to maintain, still has to work for a living as a fitter at Ruston Gas Turbines.

Chambers started racing on the Bantam in 1980 and scored his first win on his 17th birthday. The next season he was racing a 125 and 250 and knocked up 34 wins, 12 second places and 18 thirds. A year later he was mixing it in the RD Pro/Am series with great success. It was this time that Barry Sheene proclaimed a great future for the Lincolnshire lad.

Finland

A bright future seemed ensured when in 1985 he won the first round of the 250cc European championship in Britain and the round in Finland, to finish fourth overall against much newer machinery. But the following season he crashed heavily at Cadwell Park, breaking his left arm in two places, which sidelined him for much of the season.

The following year he switched to the 750's and in the last two seasons has established himself as one of the best in F1, Superbike and Supersport 600.

Not content with that, however, he has been indulging in endurance racing. His team finished second in the Belgian 24 hour race at Spa, in which he qualified in pole position, and fifth in the Bol D'Or at Paul Ricard, France. Overall they finished ninth in the world endurance championships.



As a sideline he also scooped the ACU Star UK 1300cc championship this year.

Naturally Chambers ambition is to race at the highest level... "my ultimate aim is still a 500 Grand Prix ride"...but in the meantime one wonders why a chance with one of the British based works teams has eluded this talented and versatile rider.

The Final Chapter



Double trouble at Donington — Steve Spray (20) and Trevor Nation (5) at the Superbike challenge earlier this year. Photo: Rob Allen

This weekend sees the final round of eight British championships come to Brands Hatch. John Brown looks back over the season and picks out the men to watch.

Exactly a year ago virtually unknown Steve Spray grabbed the chance to ride for Norton on a one off basis at the Brands Hatch Powerbike International.

With an amazing display on a rotary engined machine far different from anything he had raced before, the 26-year-old Nottinghamshire rider powered to an undisputed victory double and set himself on course for the top.

At the start of this year, when John Player Special finalised a three year deal to financially back the brave new British team, Spray was the obvious choice to join Trevor Nation in the two rider line up.

Last month Spray wrapped up the first ever, prestigious Shell Oils Supercup Formula One series here at Brands Hatch, and today he races as double champion having already won the MCN/ACU F1 British Championship, with a huge points advantage, at Cadwell Park three weeks ago.

Capture

This weekend Spray is determined to recapture last year's glory by retaining the Powerbike title and winning the final F1 round. "Obviously I don't have to win the championship event, but it is good both for my morale and that of the Norton team to end the season on a high note," said the rider from Gedling who has won four of the seven rounds so far in the series.

But achieving that aim is certainly not going to be a walkover for the high flying Spray. Loctite Yamaha team riders Terry Rymer from nearby Lee Green in South London and Lincoln's Mark Phil-



Mark Phillips will be looking to repeat his previous performance at Brands Hatch when he won September's Supercup race (above). Production class challengers Dean Ashton (27), Mike Edwards (5) and James Whitham (69).

Photos: Eric Cavill, H. Woolhouse

lips will certainly be out to repeat their victorious Brands Supercup performances.

Phillips' victory in the F1 race was his first since a crash at Donington Park almost a year ago to the day, that at one stage looked set to end his racing career. "I knew that if I kept plugging away victory would come," said the determined Phillips. "I just hope I can find the winning groove again this weekend."

Phillips' hopes of a victory double last month were thwarted by team mate Rymer, who just managed to keep in front and win the Superbike race by under three tenths of a second.

The local rider will be as keen as any of his rivals to claim victory in both the F1 and Powerbike races.

"World championship racing is my definite aim so being anything else than the winner does not count these days," said the 22-year-old Londoner who is successfully contesting the World Superbike series this year.

Chambers

Others looking for top placings in the two big bike events are the quiet man from Saxilby, Lincs, Steve Chambers on his Leese's Haulage sponsored 750 Honda and triple TT winner Steve Hislop, the 27-year-old Scot who gets official support from Honda UK.

"Every short circuit race is important to me," said Hislop. "I may be king of the roads in the Isle of Man but I still have a lot to do to make my short circuit performances consistent."

Hislop proved that he does have the ability by sharing fastest lap of the day at the Supercup finals with none other than champion Spray. In the F1 round they lapped the Indy circuit, which is being used this weekend, in 48.6 seconds, a speed of 90.27 mph.

The injury hit Durex Suzuki team will rely on Ian Simpson and Kevin Mitchell,



Grid positions will be determined by timed practice.

No	Rider	Entrant	Home Town	cc Machine
2	Steve Mason		Kniveton	125 Honda
3	Rob Orme	Clarke Racing/Raydel Engineering	West Hallam	125 Honda
4	Ian Lougher		Bonvilston	125 Honda
5	Julian Perry		Hinckley	125 Honda
6	Graham Harknett	Spur Petroleum (London) Ltd	Cheshunt	125 Honda
7	Ray McCombe		Ireland	125 Honda
8	Steve Patrickson	Clarke Racing/ Brown Group International	Shipley	125 Honda
9	Patrick Corrigan		Preston	125 Honda
10	Dave Moffitt		Isle of Man	125 Honda
11	John Ansell		Oxford	125 Honda
12	Mark Harrison	Technicon Ltd/MAV Distribution	Northwich	125 Honda
14	Geoff Gates		Middle Wallop	125 Rotax
15	John Barton		St. Mary Hoo	125 EMC Rotax
16	Frank Duffy	British Benzol	Greenford	125 Honda
17	Colin Belcher		Caterham	125 Honda
18	Paul Atkinson		Ireland	125 Honda
19	Martin Cox		Kings Lynn	125 Honda
20	Steve Sawford	St. Neots M/Cycles Co. Ltd.	Sandy	125 Honda
21	Mark Carkeer	Metronic Technology Ltd	Kettering	125 Honda
22	Paul Streets	Gomarsall/West One	Bromley	125 Honda
23	Roger Lee	The Software Construction Co.	Roydon	125 Honda
24	Ivan Houldershaw		Boston	125 Honda
25	Mark Taylor		Eynsham	125 Honda
26	Chris Palmer		Carlisle	125 Honda
27	Peter Tibbett		Chelmsford	125 Honda

Lap Record

Lap Record
Alex Bedford (125 EMC) 51.2s 84.62mph 17.9.89

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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 7th 8th 9th 10th
 Winner's Time Speed mph Fastest Lap: No Time Speed mph

FACT FILE

Organised by: ACU

Specification: 125 cc GP, single/twin cylinder two-strokes, clutch start.

Awards: 1st, £150; 2nd, £125; 3rd, £100; 4th, £80; 5th, £70; 6th, £60; 7th, £50; 8th, £40; 9th, £30; 10th, £20.

Points system: Points are awarded on the basis of 15-12-10-8-6-5-4-3-2-1. Competitors may count all scores.

Qualifying rounds: May 1, Brands Hatch; May 20/21, Mallory Park; June 17/18, Donington Park; July 8/9, Knockhill; July 15/16, Snetterton; July 23, Mallory Park; July 29/30, Cadwell Park; September 23/24, Cadwell Park; September 30/October 1, Donington Park; October 14/15, Brands Hatch.

Leaders points after 9 rounds:

1	Steve Mason	76
	Rob Orme	76
3	Ian Lougher	57
4	Julian Perry	50
5	Mark Carkeek	38
6	Allan Patterson	32
	Steve Pattrickson	32
8	Graham Harknett	25
9	Dave Lemon	23
	Chris Palmer	23
	Ian Newton	23

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HAILWOODS

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RACE 2 14 LAPS

FACT FILE

Organised by: ACU

Specification: Supersport 400, 126-250cc two-strokes and 251-400cc four-strokes, clutch start.

Awards: 1st, £150; 2nd, £125; 3rd, £100; 4th, £80; 5th, £70; 6th, £60; 7th, £50; 8th, £40; 9th, £30; 10th, £20.

Points system: Points are awarded on the basis of 15-12-10-8-6-5-4-3-2-1.

Competitors may count all scores.

Qualifying rounds: May 20/21, Mallory Park; June 17/18, Donington Park; July 8/9, Knockhill; July 15/16, Snetterton; July 29/30, Cadwell Park; September 23/24, Cadwell Park; September 30/October 1, Donington Park; October 14/15, Brands Hatch

Leaders points after 4 rounds:

1	Ian McConnachie	83
2	David Heal	59
3	John Reynolds	55
4	Paul Booler	40
5	Graham Holland	32
	John Corrin	32
7	Ian Lougher	30
8	John Roach	29
9	Stewart Moss	20
10	John Yates	12

THE FINAL ROUND OF THE 1989 MCN/ACU BRITISH CHAMPIONSHIP — SUPERSPORT 400

Grid positions will be determined by timed practice.

No	Rider	Entrant	Home Town	cc Machine
2	Ian McConnachie	Clay Cross Kawasaki	Ashover	250 Kawasaki
4	Ian Lougher	Two Wheel Services	Bonvilston	250 Suzuki
5	John Roach		Crawley	250 Bridges Kawasaki
6	Graham Holland	Meakin Building Supplies	Basingstoke	250 Suzuki
7	Paul Booler	Durex Suzuki	Market Harborough	250 Suzuki
8	Darrell Powell		Swillington	250 Suzuki
9	Mark Heath	Steve Laming	East Grinstead	250 Yamaha
10	Rhys Boyd		Mitcham	250 Kawasaki
11	Mark Curtis	Deeprise M/cycles	Greenhythe	250 Deeprise Yamaha
12	Neville Potts	Straight Line Despatch	Colchester	249 Team Green Kawasaki
14	Mark Langton		Scunthorpe	250 Suzuki
15	Terry Young		Chelmsford	250 Suzuki
16	Michael Outred		Coulsden	250 Yamaha
17	Peter Kennedy		Twickenham	250 Yamaha
18	Roland Jones		Clevedon	250 Suzuki
19	David Heal	Durex Suzuki	Hailsham	250 Suzuki
20	Perry Goldstein		London	250 Suzuki
21	Michael Eglington		Cambridge	250 Suzuki
22	Adam Fletcher		Peterborough	250 Suzuki
23	Robert Dalton	Haslemere M/cycles/Wheelsport	Dorking	250 Yamaha
24	Andy Atkinson		Stockton-on-Tees	250 Suzuki
25	Kevin Willson		Dartford	250 Suzuki
26	Adrian Butcher		Dover	250 Yamaha
27	John Yates	Bob Farnham	Chesterfield	250 Farnham Yamaha
28	Kevin Davies	Deeprise M/cycles	Orpington	249 Deeprise Suzuki
29	Graham McGregor	Team Green	Mearsham	250 Kawasaki
39	John Reynolds	Team Green	Nottingham	250 Kawasaki
41	Ian Cobby		Hatfield	250 Kawasaki
42	Andrew Bradford		Scotland	250 Yamaha

Lap Record
To be established

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
 Winner's Time Speed mph Fastest Lap: No Time Speed mph

THE "250 INTERNATIONAL" RACE

Grid positions will be determined by timed practice.

RACE 3 10 LAPS

No	Rider	Entrant
2	Ian McConnachie	Clay Cross Kawasaki
3	Rob Orme	Clarke Racing/Raydel Eng.
4	Martyn Jupp	Malcolm Hemming
5	Klaus Hafner	
6	Nigel Bosworth	Keppel Racing/S.S. Eng.
7	Greig Ramsay	
8	Steve Patrickson	Clarke Racing/Brown Group Int.
9	Matt Llewellyn	Saber Office Furniture
10	Kevin Mitchell	D. Gallacher/B&M M/Cycles
11	Mark Barker	Keppel Racing/S.S. Eng.
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15	Tim Couzens	
16	Graham Taylor	Iain McLean Racing
18	Tom Hutton	Save & Prosper
20	Steve Sawford	St Neots M/C Co Ltd
21	Mark Henry's	
22	Rob Johnson	
24	Conor Brennan	
25	Mick Preston	
30	Mark Linton	
34	Mark Harrison	Technicon Ltd/MAV Distribution
35	Nigel Hansen	Puty Tat Racing
37	Paul Lewis	Padgetts of Batley
38	Eugene McManus	D. McManus Racing
39	Steve Hislop	Honda UK
41	Shaun Simpson	Hillfott Steel
42	Greg Ramsey	

Home Town
Chesterfield
West Hallam
Cannock
Germany
Nuneaton
Scotland
Shipley
Leicester
Burton-on-Trent
Gainsborough
Hayes
Sweden
Oakham
Scotland
Bristol
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cc Machine
250 Yamaha
249 Mitsui Yamaha
249 Yamaha
250 Honda
249 Aprilia
250 Lawsons
250 Yamaha
250 Yamaha
250 B&M Yamaha
250 Keppel Yamaha
250 Aprilia
250 JJ Cobas
250 Rotax
250 Aprilia
250 S&P
250 Yamaha
250 Honda
250 Johnson
249 Honda Rotax
250 Yamaha
250 Honda
250 Honda
250 Yamaha
250 Yamaha
250 Yamaha
250 Honda
250 Rotax
250 Suzuki

Lap Record
Kevin Mitchell (250 Yamaha).....48.4s.....89.52mph.....17.9.89
Rob Orme (250 Yamaha).....48.4s.....89.52mph.....17.9.89

FACT FILE

Specification: 250
International race, 200-
250cc, clutch start.
Awards: 1st, £300; 2nd,
£200; 3rd, £175; 4th,
£150; 5th, £125; 6th,
£100; 7th, £80; 8th, £70;
9th, £60; 10th, £50.

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
Winner's Time Speed mph Fastest Lap: No Time Speed mph

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RACE 4 14 LAPS

FACT FILE

Organised by: ACU

Specification: Supersport 600, 251-400 two-strokes & 401-600cc four-strokes, clutch start.

Awards: 1st, £250; 2nd, £200; 3rd, £150; 4th, £100; 5th, £80; 6th, £70; 7th, £60; 8th, £50; 9th, £40; 10th, £30.

Points system: Points are awarded on the basis of 15-12-10-8-6-5-4-3-2-1.

Competitors may count all scores.

Qualifying rounds: May 20/21, Mallory Park; June 17/18, Donington Park; July 8/9, Knockhill; July 15/16, Snetterton; July 29/30, Cadwell Park; September 23/24, Cadwell Park; September 30/October 1, Donington Park; October 14/15, Brands Hatch.

Leaders points after 2 rounds:

1 Paul Brookes	66
2 Mike Edwards	52
3 Jim Whitham	40
4 Rodney Knapp	39
Phil Borley	39
6 Gary Weston	38
7 Ian Simpson	27
8 Adam Lewis	26
9 John Reynolds	15

THE BRITISH ROUND OF THE 1989 MCN/ACU BRITISH CHAMPIONSHIP — SUPERSPORT 600

Grid positions will be determined by timed practice.

No	Rider	Entrant	Home Town	cc Machine
2	Paul Brookes	Team Astralite	Sheffield	600 Astralite Yamaha
3	Mike Edwards	Belstaff International Ltd.	Wigan	600 Belstaff
4	Francis Williamson	Haslemere M/C/Mrs H.R. Lance	Headley	600 Yamaha
5	Gary Weston	Cat M/cycles	Ashford	600 Yamaha
6	Chris White		Barnsley	600 Yamaha
7	Iain Duffus	Towcester Tuning Shop	Scotland	400 Yamaha
8	Adam Lewis		Northampton	600 Yamaha
9	John Reynolds	Team Green	Nottingham	600 Kawasaki
10	Ian Simpson	Durex Suzuki	Scotland	600 Suzuki
11	Ray Swann	Team Green	Luton	600 Kawasaki
12	Adrian Squirrel		Framlingham	600 Yamaha
14	David Heal		Hailsham	600 Yamaha
15	Brian Nicholson	Team Silkolene/Honda UK	London	600 Honda
16	Mick Preston	Chiverton Office Supplies	Rugby	600 Yamaha
17	Dave Burford	Solaglas/Colwin M/cycles	Sittingbourne	600 Yamaha
18	Alex Buckingham		Barnstaple	600 Honda
19	Jim Moodie	Team Silkolene/Honda UK	Scotland	600 Honda
20	Phil Armes		Norwich	600 Honda
21	Phil Borley	Julian Soper M/cycles	Southend-on-Sea	600 Honda
22	Colin Gable	Allan Walker/Pirelli	Andover	600 Pirelli Yamaha
23	Rodney Knapp	Colin Aldridge/Belstaff International	Hatfield Heath	600 Yamaha
24	Mark Plato	Slipstream M/cycles	Romford	600 Yamaha
25	Roger Milne	Veco Automotive/J & J Ward	Boroughbridge	600 Yamaha
26	Malcolm Heath	C G Chell M/c/Merlin Refridgeration	Walsall	600 Yamaha
27	Gavin Wolfe		Purley	600 Elk Yamaha
28	Anthony Woodcock	Clarke Industrial Services	Tenterden	600 Honda
29	Steve Ives	Motor Cycle Centre Stockport	Hyde	600 Yamaha
30	Geoffrey Baldock	A & J Transport	Louth	600 Honda
31	Howard Selby	Greg Page/Iceni Racing	Scotland	600 Yamaha
32				
33				
34				
35				
36				
44	Geoffrey Johnson	Loctite Mitsui Yamaha	Richmond	600 Loctite Yamaha
69	Kevin Mitchell	Durex Suzuki	Burton-on-Trent	600 Suzuki
Reserves				
37	Jamie Hitter		Lowestoft	600 Yamaha
38	Dean Ashton	Lynch Painting (Spalding)	Hull	600 Lynch Yamaha
39	Dom Connor		London	600 Yamaha
40	Ian Wilson	J S Gedge of Hastings	Greenford	600 Yamaha
41	Ian Cobby		Hatfield	600 Yamaha

Lap Record

Rodney Knapp (600 Yamaha) 50.6s 85.63mph 1.5.89
Gary Weston (600 Yamaha) 50.6s 85.63mph 1.5.89

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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 7th 8th 9th 10th
Winner's Time Speed mph Fastest Lap: No Time Speed mph

Grid positions will be determined by timed practice.

FACT FILE

Organised by: ACU
Specification: F2 sidecars,
251-350cc two strokes and
up to 1000cc four stroke
twins, push start.

Awards: 1st, £200; 2nd, £175; 3rd, £150; 4th, £100; 5th, £80; 6th, £70; 7th, £60; 8th, £50; 9th, £40; 10th, £30.

Points system: Points are awarded on the basis of 15-12-10-8-6-5-4-3-2-1. Competitors may count all scores.

Qualifying rounds: May 20/21, Mallory Park; June 17/18, Donington Park; July 8/9, Knockhill; July 15/16, Snetterton; July 23, Mallory Park; July 29/30, Cadwell Park; September 23/24, Cadwell Park; September 30/October 1, Donington Park; October 14/15, Brands Hatch.

Leaders points after 8 rounds:

1	D. Brindley/Roche	87
2	Saville/Crossley	77
3	Whittington/Caulton	
4	J. Brindley/Jones	45
5	Hutchinson/Birkett	43
	Nelson/Camp	43
7	Wright/Marchant	31
	M Haith/D Haith	31
9	Hanks/Darby	24
10	Galtress/Shelton	19

No	Rider	Entrant	Home Town	cc Machine
1	Mick Hamblin/ Bob Smith	Jessups (Stamford) Ltd	Lincoln	350 Shelbourne Yamaha
2	Derek Brindley/ Nick Roche	Sabre Racing	Bawtry	350 Sabre Yamaha
3	David Saville/ Richard Crossley	Sabre Racing	Retford	350 Sabre Yamaha
4	John Brindley/ Chris Jones	Sabre Racing	Bawtry	350 Sabre Yamaha
5	Martin Whitting/ Christian Hefti	Don Skelton	Mattolsey	347 Shelbourne Yamaha
6	Richard Nelson/ Mark Camp	Waso Security Systems/ Two the Limit Racing	Derby	347 Yamaha
7	Eddy Wright/ Julian Tailford	Daihatsu UK Ltd	Saxton	350 Keen Yamaha
8	Boyd Hutchinson/ Steve Birket	L R Hutchinson Builders	Gainsborough	350 Yamaha
9	Gary Golde/ Karl Firmin	Roy Simmons Engineering	Swanscombe	347 Sim Yamaha
10	Adrian Williams/ David Crawford		Bristol	347 Yamaha
11	Tim Eade/ Fred McDermott		Ringmer	350 Yamaha
12	Michael Smith/ Gary Smith		Coulsden	350 Smake Yamaha
14	Paul Hanson/ Michael Speechley	Hopper Racing Ltd	Manchester	350 Armstrong
15	Neville Turner/ John McGregor		London	350 Yamaha
16	Dick Hawes/ Eddy Kiff		Purfleet	350 Ireson
17	Dennis Keen/ Terrie Salone		Aldbourn	350 Yamaha

Lap Record

Lap Record
Bruce Ford-Dunn/Alistair Pirie (340 F-D Yamaha) 52.3s 82.53mph 23.10.88

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

RESULTS

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

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RACE 6
17 LAPS

FACT FILE

Organised by: ACU

Specification: TT F1, 401-750cc four strokes conforming to ACU and FIM regulations, 401-500cc two strokes not complying with relevant regulations plus the rotary Nortons, clutch start.

Awards: 1st, £300; 2nd, £250; 3rd, £200; 4th, £175 5th, £150; 6th, £100; 7th, £80; 8th, £70; 9th, £60; 10th, £50.

Points system: Points are awarded on the basis of 15-12-10-8-6-5-4-3-2-1. Competitors may count all scores.

Qualifying rounds: May 20/21, Mallory Park; June 17/18, Donington Park; July 8/9, Knockhill; July 15/16, Snetterton; July 29/30, Cadwell Park; September 23/24, Cadwell Park; September 30/October 1, Donington Park; October 14/15, Brands Hatch.

Leaders points after 7 rounds:

1	Steve Spray	92
2	Terry Rymer	51
3	Carl Fogarty	48
4	Jim Whitham	42
5	Steve Chambers	32
6	Mark Phillips	23
7	Ray Stringer	30
	Steve Hislop	30
9	Trevor Nation	16
	Steve Manley	16

THE FINAL ROUND OF THE 1989 MCN/ACU BRITISH CHAMPIONSHIP — F1

Grid positions will be determined by timed practice.

No	Rider	Entrant	Home Town	cc Machine
1	Mark Phillips	Team Loctite Yamaha	Lincoln	750 Loctite Yamaha
2	John Mossey	Mr Jones	Royston	500 Suzuki
3	Terry Rymer	Team Loctite Yamaha	London	750 Loctite Yamaha
4	Ian Simpson	Durex Suzuki	Scotland	750 Suzuki
5	Trevor Nation	JPS Norton Racing	Lichfield	588 JPS Norton
6	Steve Chambers	Leese's Haulage	Saxilby	750 Honda
7	Dean Ashton	Lynch Painting (Spalding)	Hull	750 Honda
9	Gary Weston	CAT M/cycles	Ashford	750 Yamaha
10	David Crampton	Padgetts (Batley) Ltd	Methley	750 Yamaha
11	Dave Redgate	Capp Walker Suppliers	Walderslade	750 Yamaha
12	Simon Watson	Searings M/cycles	Saffron Walden	750 Yamaha
14	Eugene McManus	D. McManus Racing	Ireland	500 Honda
15	Mark Farmer		Crawley	750 Yamaha
16	Steve Hislop	Honda UK	Scotland	750 Honda
17	Steve Manley	Allan Walker	Clacton-on-Sea	750 AWR Honda
18	Peter Graves		Teddington	500 Honda
19	Steven Veasey	Triple Cycle	Bromley	750 Kawasaki
20	Steve Spray	JPS Norton Racing	Lichfield	588 JPS Norton
21	Paul Iddon		Stockport	750 Yamaha
22	Paul Perrin		Godalming	750 Suzuki
23	Nat Wood		Lingwood	750 Suzuki
24	Hugh Mason		Lewes	750 Honda
25	Tim Bourne		Ashford	750 Honda
26	Royston Keen	Dennis Wright (Favermay)	Marlborough	500 Yamaha
27	Mark Bowen		Rochester	750 Kawasaki
28	Nigel Nottingham	Wylie & Holland M/cycles/ Mistral Heating	Nantwich	750 Yamaha
30	Ray Swann	Team Green	Luton	750 Kawasaki
31	Howard Selby	Greg Page/Iceni Racing	Scotland	750 Prosser
32	Phil Armes	Branchard Ltd	Norwich	750 Suzuki
33	Steve Williams	Fowler Yamaha	Llantwit-Major	750 Fowler Yamaha
34	Jim Moodie	Team Silkolene/Honda UK	Scotland	750 Honda
37	Paul Leiws	Padgetts of Batley	Coventry	500 Suzuki
39	John Reynolds	Team Green	Nottingham	750 Kawasaki
40	Mark Linscott		London	750 Yamaha
44	Geoffrey Johnson	Loctite Mitsui Yamaha	Richmond	750 Loctite Yamaha
69	Kevin Mitchell	Durex Suzuki	Burton-on-Trent	750 Suzuki
Reserves:				
35	Colin Gable	Allan Walker Racing/Pirelli	Andover	750 AWR Honda
36	Adrian Squirrell		Framlingham	600 Yamaha
38	Adam Lewis		Northampton	750 Honda
45	Charlie Corner		Malton	750 Honda

Lap Record

James Witham (750 Suzuki)	48.3s	89.7mph	23.10.88
Darren Dixon (750 Suzuki)	48.3s	89.7mph	23.10.88

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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
 Winner's Time Speed mph Fastest Lap: No Time Speed mph

RACE 7
17 LAPS

FACT FILE

Organised by: ACU
Specification: 250cc GP, 201-250cc, with special dispensation for 301-350cc two-stroke Yamaha machines with non-crankcase reed valve induction, clutch start.

Awards: 1st, £250; 2nd, £200; 3rd, £150; 4th, £100; 5th, £80; 6th, £70; 7th, £60; 8th, £50; 9th, £40; 10th, £30.

Points system: Points are awarded on the basis of 15-12-10-8-6-5-4-3-2-1. Competitors may count all scores.

Qualifying rounds: May 1, Brands Hatch; May 20/21, Mallory Park; June 17/18, Donington Park; July 8/9, Knockhill; July 15/16, Snetterton; July 23, Mallory Park; July 29/30, Cadwell Park; September 23/24, Cadwell Park; September 30/October 1, Donington Park; October 14/15, Brands Hatch.

Leaders points after 9 rounds:

1 Ian McConnachie	89
2 Matt Llewellyn	60
3 Nigel Bosworth	57
4 Martyn Jupp	49
5 Kevin Mitchell	42
6 Rob Orme	41
7 Steve Sawford	37
8 Paul Lewis	34
9 Steve Patrickson	33
10 Greig Ramsey	28

Lap Record	48.4s	89.52mph	17.9.89
Kevin Mitchell (250 Yamaha)	48.4s	89.52mph	17.9.89
Rob Orme (250 Yamaha)			

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

Winner's Time Speed mph Fastest Lap: No Time Speed mph

19

RACE 8

18 LAPS

THE 1989 "POWERBIKE" INTERNATIONAL

Grid positions will be determined by timed practice.

No	Rider	Entrant	Home Town	cc Machine
1	Mark Phillips	Team Loctite Yamaha	Lincoln	750 Loctite Yamaha
2	John Mossey	Mr Jones	Royston	500 Suzuki
3	Terry Rymer	Team Loctite Yamaha	London	750 Loctite Yamaha
5	Trevor Nation	JPS Norton Racing	Lichfield	588 JPS Norton
6	Steve Chambers	Leese's Haulage	Lincoln	750 Honda
7	Robert Holden	Southern Cross Racing	New Zealand	750 Francis Neill Honda
10	Dave Crampton	Padgetts (Batley) Ltd	Methley	750 Yamaha
11	Dave Redgate	Capp Walker Suppliers	Walderslade	750 Yamaha
12	Simon Watson	Searings M/Cycles	Saffron Walden	750 Yamaha
14	Eugene McManus	D. McManus Racing	Ireland	500 Honda
15	Mark Farmer		Crawley	750 Mirror Speed Yamaha
16	Steve Hislop	Honda UK	Scotland	750 Honda
17	Steve Manely	Allan Walker	Clacton-on-Sea	750 AWR Honda
18	Peter Graves		Teddington	500 Honda
19	Steven Veasey	Triple Cycle	Bromley	750 Kawasaki
20	Steve Spray	JPS Norton Racing	Lichfield	588 JPS Norton
21	Paul Idon		Stockport	750 TTS Yamaha
23	Nat Wood		Lingwood	750 Suzuki
24	Hugh Mason		Lewes	750 Honda
25	Tim Bourne	Bromley Haulage/Southdown Plant/ Groundwork S.E.	Ashford	750 Honda
27	Mark Bowen		Hoo	748 Kawasaki
28	Nigel Nottingham	Wyllie & Holland/MC/ Mistral Heating	Nantwich	750 Yamaha
29	Wim De Jonge		Holland	500 Suzuki
30	Ray Swann	Team Green	Luton	750 Kawasaki
31	Howard Selby	Greg Page/Iceni Racing	Scotland	750 Prosser Yamaha
33	Steve Williams	Fowler Yamaha/DTR	Llantwit-Major	750 Fowler Yamaha
34	Jim Moodie	Team Silkolene/Honda UK	Scotland	750 Honda
35	Mick Preston	Chiverton Office Supplies	Rugby	750 Yamaha
37	Paul Lewis	Padgetts of Batley	Coventry	500 Suzuki
39	John Reynolds	Team Green	Nottingham	750 Kawasaki
40	Mark Linscott		London	750
45	Charlie Corner		Malton	750 Honda
46	Jim Groote		Holland	500 Suzuki
69	Kevin Mitchell	Durex Suzuki	Burton-on-Trent	750 Suzuki
Reserves:				
5	Gary Weston	Cat M/Cycles	Ashford	750 Yamaha
127	Alex Buckingham		Barnstaple	1002 Yamaha

FACT FILE

Specification: An invitation race, 500-1300cc, clutch start.

Awards: 1st, £400; 2nd, £300; 3rd, £225; 4th, £175; 5th, £125; 6th, £100; 7th, £80; 8th, £70; 9th, £60; 10th, £50.

Lap Record

Steve Spray (588 Norton)	48.7s	88.97mph	23.10.88
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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
 Winner's Time Speed mph Fastest Lap: No Time Speed mph

THE FINAL ROUND OF THE 1989 MCN/ACU BRITISH CHAMPIONSHIP — OPEN SIDECAR

Grid positions will be determined by timed practice.

No	Rider	Entrant	Home Town	cc Machine
1	Steve Webster/ Tony Hewitt	Brown Group/Krauser	York	500 Krauser/LCR
2	Barry Brindley/ Grahame Rose	Dennis Trollop Racing	Bawtry	500 Fowler Yamaha
3	Clive Stirrat/ Simon Prior		Worthing	500 LCR/JPX
4	Steve Kirby/ Len Cheeseman		Gloucester	700 Transyam
5	Roy Lawrence Robert Parker		Stourbridge	500 W.R. Yamaha
6	Barry Laidlow/ Andrew Hetherington		Penrith	700 Yamaha
7	Eddy Wright/ Julian Tailford	Daihatsu UK Ltd	Saxton	700 Keen Yamaha
8	Roy Lawrence/ Gareth Keep	Kelvin Ward Transport	Newport	700 LCR Yamaha
9	Judd Drew/ Bryan Houghton	Lancourt Ltd	Gravesend	500 LCR
10	Gary Thomas/ Eckart Rosinger	C.D.S. Services	Orpington	500 CDS/LCR
11	Brian Reeves/ Brian Flook	Cheriton M/Cycles & Norman Mobike	Biddenden	700 Windle Yamaha
12	Ian Guy/ Terry Vaughan		Greenford	700 Yamaha
14	Gerard Flynn/ Alan Jones		Wilmslow	700 Yamaha
15	Dave Lockey/ Rob Hitchcox	PTA Duckhams Lockyer M/Cycles	Chislehurst	750 LCR Yamaha
16	Brian Aslett/ David Vaughan	Capitol M/Cycles	Weybridge	1260 Asco Slimer
17	John Cable/ Chris George	London Town Despatch Co.	Meopham	700 Seymaz Yamaha
18	Roger Body/ Andy Peach	Hall Aggregates S.E. Ltd.	Meopham	700 LCR Yamaha
19	Barry Smith/ David Smith	Jay Dee Racing	Peacehaven	500 Windle ADM
20	Tevor Rudolph/ David Polden		Fleet	750 Roco Yamaha
21	Andy Westhead/ Bernard thear	Morton	700 Windle	Yamaha
22	Stuart Hall/ Lee Estell		Hingham	750 Yamaha
23	Colin Rust/ Tony Darby		Louth	750 Windle Yamaha
26	Raymond Burrows/ Paul Cleaves		Littlehampton	750 Baker Yamaha

RACE 9 14 LAPS

FACT FILE

Organised by: ACU

Specification: Open sidecars, 401-1300cc outfits, push start.

Awards: 1st, £300; 2nd, £250; 3rd, £200; 4th, £150; 5th, £100; 6th, £80; 7th, £70; 8th, £60; 9th, £50; 10th, £40.

Points system: Points are awarded on the basis of 15-12-10-8-6-5-4-3-2-1. Competitors may count all scores.

Qualifying rounds: May 1, Brands Hatch; May 20/21, Mallory Park; June 17/18, Donington Park; July 8/9, Knockhill; July 23, Mallory Park; September 23/24, Cadwell Park; September 30/October 1, Donington Park; October 14/15, Brands Hatch.

Leaders points after 7 rounds:

1	B. Brindley/Rose	102
2	Fisher/Crone	65
3	Rust/Darby	30
	Smith/K. Webster	30
5	Laidlow/ Hetherington	23
6	Wright/Marchant	21
	Butler/Buck	21
8	Stirratt/Prior	18
9	Lawrence/Mapletoft	16
10	S. Webster/Hewitt	15

Lap Record

Steve Webster/Tony Hewitt (500 Krauser) 48.2s 89.89mph 17.9.89

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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

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

THE FINAL ROUND OF THE 1989 MCN/ACU BRITISH CHAMPIONSHIP — OPEN SIDECAR

Grid positions will be determined by timed practice.

No	Rider	Entrant	Home Town	cc Machine
1	Steve Webster/ Tony Hewitt	Brown Group/Krauser	York	500 Krauser/LCR
2	Barry Brindley/ Grahame Rose	Dennis Trollop Racing	Bawtry	500 Fowler Yamaha
3	Clive Stirrat/ Simon Prior		Worthing	500 LCR/JPX
4	Steve Kirby/ Len Cheeseman		Gloucester	700 Transyam
5	Roy Lawrence Robert Parker		Stourbridge	500 W.R. Yamaha
6	Barry Laidlow/ Andrew Hetherington		Penrith	700 Yamaha
7	Eddy Wright/ Julian Tailford	Daihatsu UK Ltd	Saxton	700 Keen Yamaha
8	Roy Lawrence/ Gareth Keep	Kelvin Ward Transport	Newport	700 LCR Yamaha
9	Judd Drew/ Bryan Houghton	Lancourt Ltd	Gravesend	500 LCR
10	Gary Thomas/ Eckart Rosinger	C.D.S. Services	Orpington	500 CDS/LCR
11	Brian Reeves/ Brian Flook	Cheriton M/Cycles & Norman Mobike	Biddenden	700 Windle Yamaha
12	Ian Guy/ Terry Vaughan		Greenford	700 Yamaha
14	Gerard Flynn/ Alan Jones		Wilmslow	700 Yamaha
15	Dave Lockey/ Rob Hitchcox	PTA Duckhams Lockyer M/Cycles	Chislehurst	750 LCR Yamaha
16	Brian Aslett/ David Vaughan	Capitol M/Cycles	Weybridge	1260 Asco Slimer
17	John Cable/ Chris George	London Town Despatch Co.	Meopham	700 Seymaz Yamaha
18	Roger Body/ Andy Peach	Hall Aggregates S.E. Ltd.	Meopham	700 LCR Yamaha
19	Barry Smith/ David Smith	Jay Dee Racing	Peacehaven	500 Windle ADM
20	Tevor Rudolph/ David Polden		Fleet	750 Roco Yamaha
21	Andy Westhead/ Bernard thear	Morton	700 Windle	Yamaha
22	Stuart Hall/ Lee Estell		Hingham	750 Yamaha
23	Colin Rust/ Tony Darby		Louth	750 Windle Yamaha
26	Raymond Burrows/ Paul Cleaves		Littlehampton	750 Baker Yamaha

RACE 9 14 LAPS

FACT FILE

Organised by: ACU

Specification: Open sidecars, 401-1300cc outfits, push start.

Awards: 1st, £300; 2nd, £250; 3rd, £200; 4th, £150; 5th, £100; 6th, £80; 7th, £70; 8th, £60; 9th, £50; 10th, £40.

Points system: Points are awarded on the basis of 15-12-10-8-6-5-4-3-2-1.

Competitors may count all scores.

Qualifying rounds: May 1, Brands Hatch; May 20/21, Mallory Park; June 17/18, Donington Park; July 8/9, Knockhill; July 23, Mallory Park; September 23/24, Cadwell Park; September 30/October 1, Donington Park; October 14/15, Brands Hatch.

Leaders points after 7 rounds:

1	B. Brindley/Rose	102
2	Fisher/Crone	65
3	Rust/Darby	30
	Smith/K. Webster	30
5	Laidlow/ Hetherington	23
6	Wright/Marchant	21
	Butler/Buck	21
8	Stirratt/Prior	18
9	Lawrence/Mapletoft	16
10	S. Webster/Hewitt	15

Lap Record

Steve Webster/Tony Hewitt (500 Krauser) 48.2s 89.89mph 17.9.89

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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

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

RACE 10 14 LAPS

FACT FILE

Organised by: ACU

Specification: TT production bikes, 601-1300cc, electrical/mechanical start.

Awards: 1st, £200; 2nd, £150; 3rd, £1125 4th, £100; 5th, £80; 6th, £70; 7th, £60; 8th, £50; 9th, £40; 10th, £30.

Points system: Points are awarded on the basis of 15-12-10-8-6-5-4-3-2-1. Competitors may count all scores.

Qualifying rounds: May 20/21, Mallory Park; June 17/18, Donington Park; July 8/9, Knockhill; July 15/16, Snetterton; July 29/30, Cadwell Park; September 23/24, Cadwell Park; September 30/October 1, Donington Park; October 14/15, Brands Hatch.

Leaders points after 7 rounds:

1 Dean Ashton	75
2 Rodney Knapp	65
3 Jim Whitham	63
4 Howard Selby	57
5 Mike Edwards	45
6 Ian Simpson	26
7 Geoff Johnson	23
8 Ray Stringer	20
9 Steve Wright	18
10 Nick Jefferies	15

THE FINAL ROUND OF THE 1989 MCN/ACU BRITISH CHAMPIONSHIP TT PRODUCTION

Grid positions will be determined by timed practice.

No	Rider	Entrant	Home Town	cc Machine
2	Dean Ashton	Lynch Painting	Hull	1000 Lynch Yamaha
3	Mike Edwards	Belstaff International Ltd	Wigan	1002 Belstaff Yamaha
4	Ian Simpson	Durex Suzuki	Scotland	100 Suzuki
5				
6	Brendan Doyle	Red Judd Ltd	London	1000 Judd Yamaha
7	Simon Bastow		Batley	1127 Suzuki
8	Rory Thomson	Carrick M/Cycles	Scotland	1000 Yamaha
9	Dave Martin	Wings Couriers Ltd	Southall	1052 Suzuki
10	Sandy Berwick		Scotland	1100 Suzuki
11	David Real		Stanford-le-Hope	750 Honda
12	Christopher Perrin		Godalming	1052 Suzuki
13	Jim Rose		London	1000 Yamaha
14	Brad Ogden		Doncaster	1000 Yamaha
15	Graham Marchant		Leigh	1002 Yamaha
16	Robin Dawson		West Wittering	1100 Eurotek Suzuki
17	Clive Cotton		Ipswich	1100 Suzuki
18	Paul Lund	Brands Hatch Shooting/Lynx Enamelling	Charlwood	1100 Suzuki
19	Clive Wood		Bognor Regis	750 Honda
20	Tim Stone		Harrow	1100 Suzuki
21	Ray Edwards		Sutton	1127 Suzuki
23	Rodney Knapp		Bishop's Stortford	1000 Yamaha
25	Roger Milne	Veco Automotive/J&J Ward	Boroughbridge	1000 Yamaha
26	Iain Duffus		Scotland	100 Pirelli Suzuki
27	Alex Buckingham		Barnstaple	1002 Yamaha
28	Jerry Crawford		London	1000 Yamaha
29	Chris White	Pirelli	Barnsley	1100 Suzuki
30	Geoffrey Baldock	A&J Transport	Louth	1000 Yamaha
31	Howard Selby	Greg Page/Iceni Racing	Scotland	Yamaha
40	Ian Wilson		Greenford	1000 Yamaha
44	Geoffrey Johnson	Loctite Mitsui Yamaha	Richmond	1002 Loctite Yamaha
69	Steve Wright	Durex Suzuki	Tadcaster	1100 Suzuki

Lap Record

Darren Dixon (500 Suzuki) 49.7s 87.18mph 1.4.88

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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
 Winner's Time Speed mph Fastest Lap: No Time Speed mph

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