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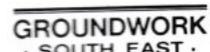
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TIMETABLE

Saturday, 15th June, 1991

PRACTICE:

Sidecar	Timed practice	09.00-09.20
750	Timed practice	09.30-09.50
125	Timed practice	10.00-10.20
400 Supersport	Timed practice	10.30-10.50
250	Timed practice	11.00-11.20
600 Supersport	Timed practice	11.30-11.50
LUNCHBREAK 11.50-13.15 approx		
Sidecar	Timed practice	13.15-13.50
750	Timed practice	14.00-14.35
125	Timed practice	14.45-15.20
400 Supersport	Timed practice	15.30-16.05
250	Timed practice	16.15-16.50
600 Supersport	Timed practice	17.00-17.35

Sunday, 16th June, 1991

PRACTICE & HEATS:

Sidecar	Untimed warm-up	10.00-10.10
750	Untimed warm-up	10.20-10.30
125	Untimed warm-up	10.30-10.40
400 Supersport	Untimed warm-up	10.50-11.00
250	Untimed warm-up	11.00-11.10
600 Supersport	Warm-up	11.20-11.30
Race 1 12 Laps	Shell Supercup Sidecar Race	11.50
LUNCHBREAK 12.10-13.30		
Race 2 15 Laps	Shell Supercup 750cc Race – 1st Leg	13.30
Race 3 12 Laps	Shell Supercup 125cc Race	14.15 app.
Race 4 12 Laps	Shell Supercup Supersport 400 Race	15.00 app.
Race 5 12 Laps	Shell Supercup 250cc Race	15.45 app.
Race 6 15 Laps	Shell Supercup 750cc Race – 2nd Leg	16.30 app.
Race 7 12 Laps	Shell Supercup Supersport 600 Race	17.15 app.

CONTENTS

News	6 & 7
Supercup spirit	8-10
Hi-tec Yamaha	12
True colours	13
Sidecar race entry	14
750cc TT F1 race entry	16
125cc GP race entry	17
400cc Supersports race entry	18
250cc GP race entry	19
600cc Supersports race entry	20
Circuit Map	22

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Welcome to the 1991 ACU Shell Supercup for the British Championship



In welcoming you to this, our third year of sponsorship of the Shell Supercup, I am pleased that the series, which for the past two years has enjoyed British Championship status, has become the most prestigious and exciting Championship in British motor cycle racing.

Together with the ACU, the original concept was to widen the appeal of road racing through the BBC *Grandstand* televised series and this, of course, has been achieved with viewing figures on *Sunday Grandstand* that are amongst the highest in British motorsport.

For 1991 we have introduced for the independent riders our successful Shell Gemini Challenge with substantial bonus payments for competitors using Shell products. This together with the first winner of the Shell Suzuki Scholarship confirms our intention to provide support at all levels of the sport and with the emphasis on youth. This year also sees the introduction of classes that will run exclusively on unleaded fuel and this further confirms our commitment to the use of unleaded fuel in all forms of British motorsport for the future.

All the success of the Championship could not have been achieved without the support of the ACU, the circuit owners and promoters, the organising clubs and, of course, the ever important marshals and officials who provide the essential support that makes all racing possible.

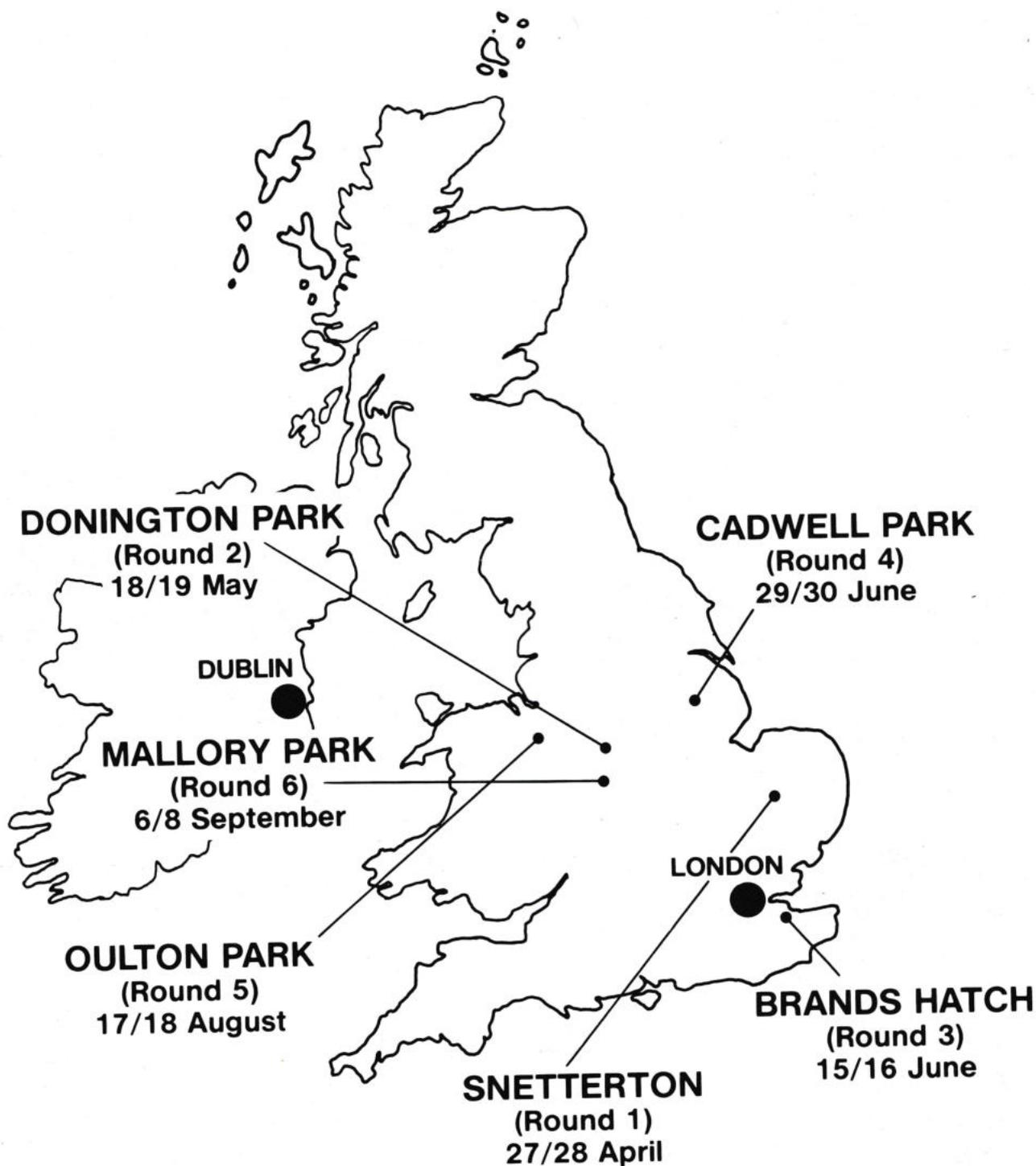
I take this opportunity of wishing all competitors, officials and spectators a safe and enjoyable 1991 Shell Supercup.

A handwritten signature in black ink, which appears to read 'David Thomas'.

DAVID THOMAS
MANAGER, SHELL MOTORSPORT



1991 ACU SHELL SUPERCUP



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Carl on the move



Fogarty cranks the Honda over into Clearways. Photo by: BML Pictures

CARL FOGARTY HAS BEEN the man on the move over the last few weeks, taking in the Formula One TT race in the Isle of Man, after a week of practicing, before heading off to the States where he raced in last Sunday's World Superbike round at Brainerd, Minnesota.

In the Island race, the Blackburn rider finished second to fastest ever rider round the TT course Steve Hislop after suffering some carburation problems with his Honda.

At times the pair were

Repeat of Brands success for Haslam?

JPS NORTON'S 750 SUPERCUP leader Ron Haslam arrives at Brands Hatch for the third round of the series fresh from his first trip in nine years to the Isle of Man TT.

Haslam was on the Island to cheer on JPS Norton teammates Trevor Nation and Robert Dunlop and to take part in the Classic parade lap - his first of the Mountain Circuit since 1982 and take part in some test sessions at Jurby airfield.

Mutual respect...Ron Haslam and John Reynolds after the Norton rider's Transatlantic victory. Photo by: John Overton



locked in a short circuit-style battle on the roads, but even when Carl held an advantage, his rival was sitting pretty because he started 30 seconds later from the grandstand.

This weekend Carl plans to use his 1991 Honda engine after relying on last year's unit at Donington where he finished sixth.

He also hopes the handling of the machine has improved following the attentions of frame expert Ron Williams.

"It was great to be back sampling the unique atmosphere of the TT but I have no plans to race there again," said Ron. "I think I will stick to the short circuits from now on."

Rocket Ron will be racing at Brands for the first time since he led the British team to victory in the Transatlantic Superbike Challenge, winning two out of three races and bringing crowds in the packed grandstands to their feet.

Burnett for Brands

ROGER BURNETT, WITH THE Shell Supercup as his priority this season, is more determined than ever to regain his old winning ways and he feels that there could be a reversal of the bad luck that has dogged him recently, on the long circuit this weekend.

"I am getting fed-up with people saying that I am not bothered about racing anymore," said the 30-year-old Humberider. "The bike has not been sorted out as I like so far and although I have been qualifying well on the pace, a variety of things have let me down in the race." Hopefully I shall have a good machine for Brands this weekend so that I can have a seri-

ous go at getting back up front again."

Although Roger was in the Isle of Man for the TT period with the Silkolene Honda team, there was no ride for him this year. "I was a bit late approaching Honda and by the time things were sorted they were well catered for rider-wise for the TT," explained the 1986 Senior race winner.

Instead he was involved with the team's PR activities with a special duty to make sure that important media information was not overlooked.

"It certainly helped to make it feel as though I was taking part in the TT although I wasn't actually racing," he said.



Roger Burnett at work aboard the Honda.

Photo by: Motofoto

Parrish stopped for speeding

Loctite Yamaha team manager Steve Parrish, took time off from his duties at the TT to take in an international truck race meeting in France at Paul Ricard.

He arrived back in the Island on Tuesday with a second place and a disqualification as his achievements with his 18 litre, six ton Mercedes.

Stavros was one of four drivers to be excluded for going too fast. The speed limit on straights, checked by a tachograph is 160kph or 100mph, and he went over

the top by just 3kph.

"It is done with crowd safety in mind which is fair enough," said Steve. "If you went straight on at Druids at 150mph you would wipe out Maidstone."

Steve's 1650 horse power truck which can go from 0mph to 100mph in 10.6 seconds, recently out accelerated a Ford Sierra Cosworth in a back to back run at Donington.

This weekend Steve will be looking for success from his riders Terry Rymer and Rob McElnea.

100mph lap to go?

This weekend could be written into Brands Hatch's illustrious history, with the staging of the first major motorcycle event on the Grand Prix circuit since it was altered at Dingle Dell in 1988.

Lap records should tumble and the first 100 mph lap around the GP circuit on two wheels is likely if conditions permit. The magical time to watch for is 1m33.6s representing the 100.01mph average lap!

GP style for Vincent

THIRD IN THE SUPERSPORT 400 Championship Jason Vincent, is one of the elite band of riders who have raced on the Brands GP circuit recently, and he will be out to strengthen his title chances after a detuned effort in round two at Donington.

He was only fifth at the Leicestershire circuit after crashing in the final practice session. "We had to rush to get the bike ready and to be honest, neither the rider or the bike were as good as they should have been in the race," said Jason's father, Chris, a former multi sidecar cham-

pion and British 50cc champion.

Jason raced on the long circuit in a club meeting last year and is determined to take full advantage of the experience gained. "I like the circuit and find it suits my style," he said.

Jason from Earl Shilton, near Mallory Park, rides an RGV 250cc two stroke Suzuki that was his reward for winning the 1991 Shell Suzuki Scholarship. He prepares the machine himself with the expert assistance of his father, of course.



Jason Vincent is looking forward to riding the long circuit this weekend, mounted on the Suzuki. Photo by: Terry Howe

Computerised pit board for Stringer



Technology is helping Ray Stringer keep ahead. Photo by: Andy Gibbs

RAY STRINGER'S OWO1 Yamaha is now fitted with an on-board computer system that gives the rider an instant read out of lap times and the number of laps completed.

"All the information comes up on a clock as you go over the line and I have found it to be a great help, especially during practice," said Ray. "It also means that you don't have to spend so much time studying the pit boards."

He first used the system during the last Supercup round at Donington Park when the equipment was simply taped

on to the machine.

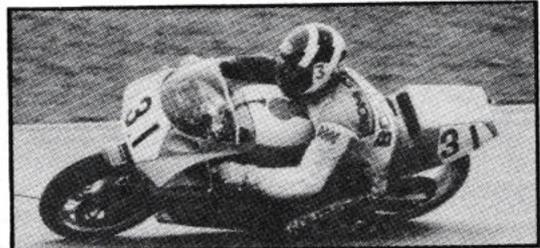
It is now a permanent fixture and Ray is involved in a development programme for a firm which plans to put the unit on general sale.

Ray has also used the three weeks break in the race action to carry out a fair amount of update work on his Mobil 1 team machine.

"It will be fitted with a thoroughly dynamometer tested fuel injection system for the first and I have also switched to 'upside down' front forks," he said.

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Spray finds there's life after Roton

STEVE SPRAY HAS BECOME a rider of many machines since being dropped from the JPS Norton team just before the start of the season. He started the year with a Cadwell outing on the Brian Crighton rotary engined Roton and then raced the British machine in the Australian Grand Prix where he collected one world title point for 15th place.

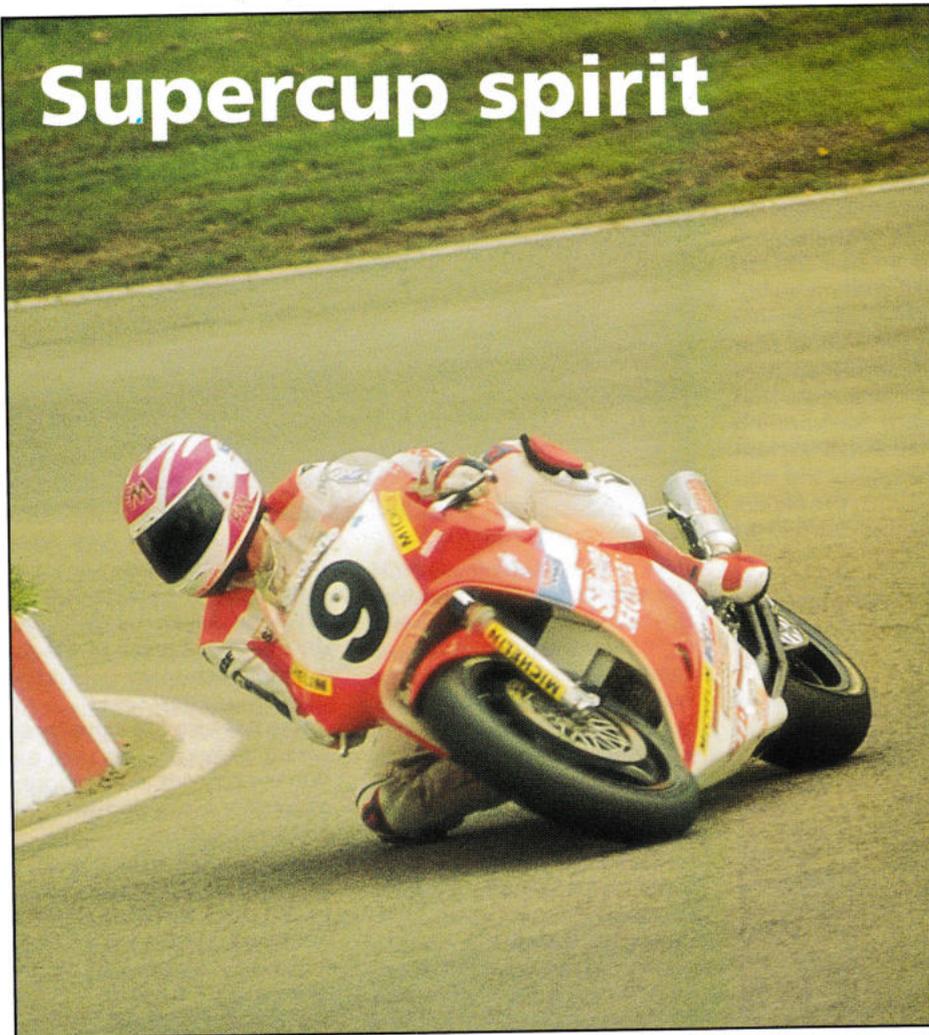
The partnership then broke up and he switched to a Padgett Yamaha, with little success, for the Transatlantic match races.

Still without a regular ride, Steve is hoping to be on a Ron Grant RC30 Honda this

weekend. "Ron went to the TT and I was hoping to finalise a deal with him when he got back," said the former double British champion from Nottingham. "It's almost a matter of seeing what I turn up with on the day," he added.

Crighton, who moved out to Australia to continue with the Roton development programme, has now returned to this country. There is no suggestion of Spray rejoining him as rider although there are reports that the Roton will be in action in the British Grand Prix at Donington in August.

Supercup spirit



Silkolene Honda rider Carl Fogarty is one of Britain's most charismatic racers, well known for his dramatic performances. Photo by: Jonathan Sweet

THE SHELL SUPERCUP ACU British Championship is without doubt the most professional and best supported series to have been held for many years. Originally designed to bring the best of British racing to millions of people throughout BBC TV's Sunday Grandstand, it now incorporates the ACU Championships. George Turnbull previews this weekend's Supercup event...

It is watched by about three million people, most of whom have never seen a motor cycle race. But if the Supercup can persuade only a small fraction of those viewers to leave their armchairs and visit a circuit, then the series will have done the sport a great service.

The championships reach the halfway stage at Brands Hatch this weekend with all classes delicately poised. As yet there are no obvious runaway winners.

One or two riders may appear to have a substantial lead but with points being awarded on the grand prix system, placings can change quickly. And with two races for the 750's at each round of the championship, a mistake can be disastrous for an unlucky rider.

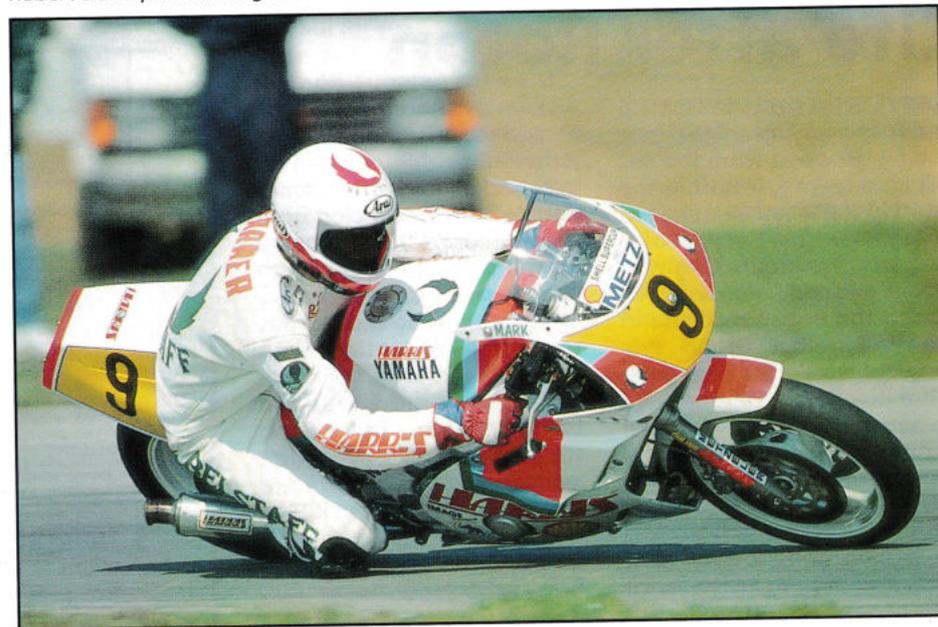
This list of riders entered for the Supercup reads like a 'who's who' of British racing and the grid for the 750 class could not be more impressive.

It includes five former grand prix riders, three world superbike championship contenders and the best superbike exponents in the country.

There is no doubt that the 750cc class is the crowd-drawing event of the championships and 'Rocket' Ron Haslam on

the JPS Norton has added a new dimension to the event since quitting grand-prix racing last year.

Scotland's Niall Mackenzie has also Robert Dunlop in winning form in the Snetterton 125cc race.



added stature to the event but he is still hoping for a recall to a world championship works team.

It is a joy to watch Mac in action and we should make the best of this opportunity while he still races on the short circuits of Britain.

His team-mate in the Silkolene Honda Britain team, Blackburn's Carl Fogarty can always set any race alight with his grit and determination to be first passed the chequered flag.

Trevor Nation on the other rotary engined 'black flash' has conceded nothing to his more illustrious colleague Haslam and last year virtually carried the Norton flag alone by winning the Motor Cycle News Superbike Challenge and was also voted MCN Man of the Year.

Terry Rymer is probably the country's most stylish rider and is also the defending 750cc champion. He may have a tough time trying to hang on to it because he is also contesting the World Superbike series which results in some dates clashes.

But in his one appearance so far in the home series at the second round at Donington, he produced some devastating rides on the Loctite Yamaha.

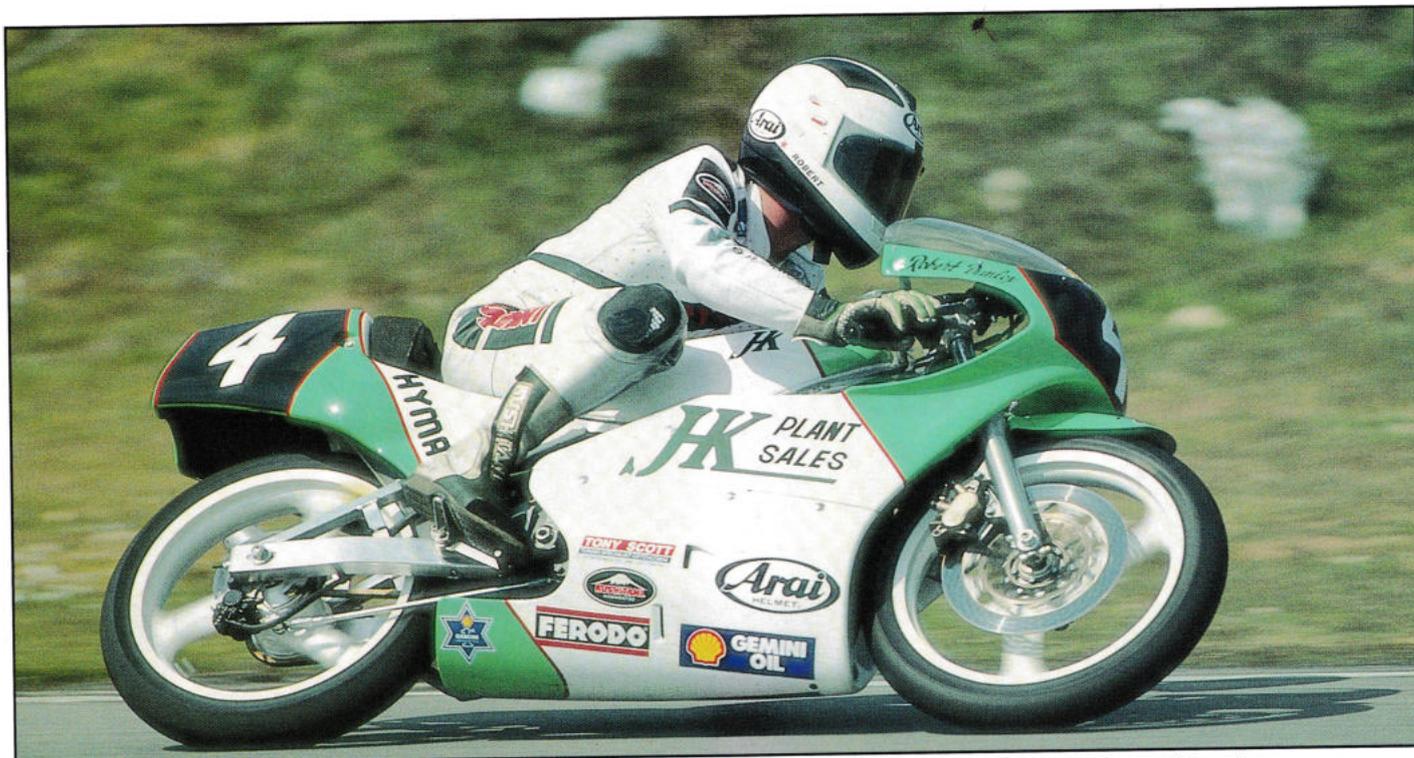
Big Rob McElnea on the other red and white Loctite machine is also doing some Superbike rounds but is concentrating on the home series. Now that he is out of the grand prix limelight he says that he is really enjoying his racing which is reflected in his results.

At Donington during the Easter weekend he took two fifth places in the opening round of the World Superbike championship and also scooped the entire £6,500 prize fund in the circuit's Jubilee support race.

Ray Stringer from Nuneaton has emerged this year as major force and a big threat to the bigger teams on his Mobil 1 Yamaha. No-one who saw him in action at Mallory Park in the Transatlantic match races against the United States will forget his three superb victories.

Nottingham's John Reynolds is also

Photo by: Don Morley



Mark Farmer leads a frenetic battle for the Supersport 600 championship, pursued by Brian Morrison, Phil Borley, and Ian Simpson.

Photo by: Don Morley

continuing to impress on his Team Green Kawasaki and many believe he could be a first class grand prix rider.

Jim Whitham from Huddersfield, has found a new lease of life on returning to Suzuki and his mentor Mick Grant after a spell with Honda. Young Jim has more than enough talent to beat the best on his day.

But it was Humberside's McElnea who set the championship pace in the opening round at Snetterton with a masterly double victory. He out-maneuvred Haslam while Stringer and Reynolds also beat the Rocket to the line in the first race. But the Norton man improved in the second event and took second place.

At Donington, however Big Mac was off-song as the heavy braking required on the grand prix circuit aggravated the tendonitis in his forearms and in the second race in particular he was forced to ease up. Haslam came second in both races, one being won by Mackenzie and the other by Rymer who improved on his earlier third place, with a runaway victory.

So at the moment Rocket Ron's lead in the 750 championship is 64 points, followed by Stringer on 52 and McElnea on 48. Rymer, Mackenzie and Nation are all on 35 but with 40 points at stake in today's two races, there could well be a dramatic change of fortunes before the day is out.

While the big boys tend to be the glamour class and attract most of the attention, competition in the small bike brigade is possibly even sharper.

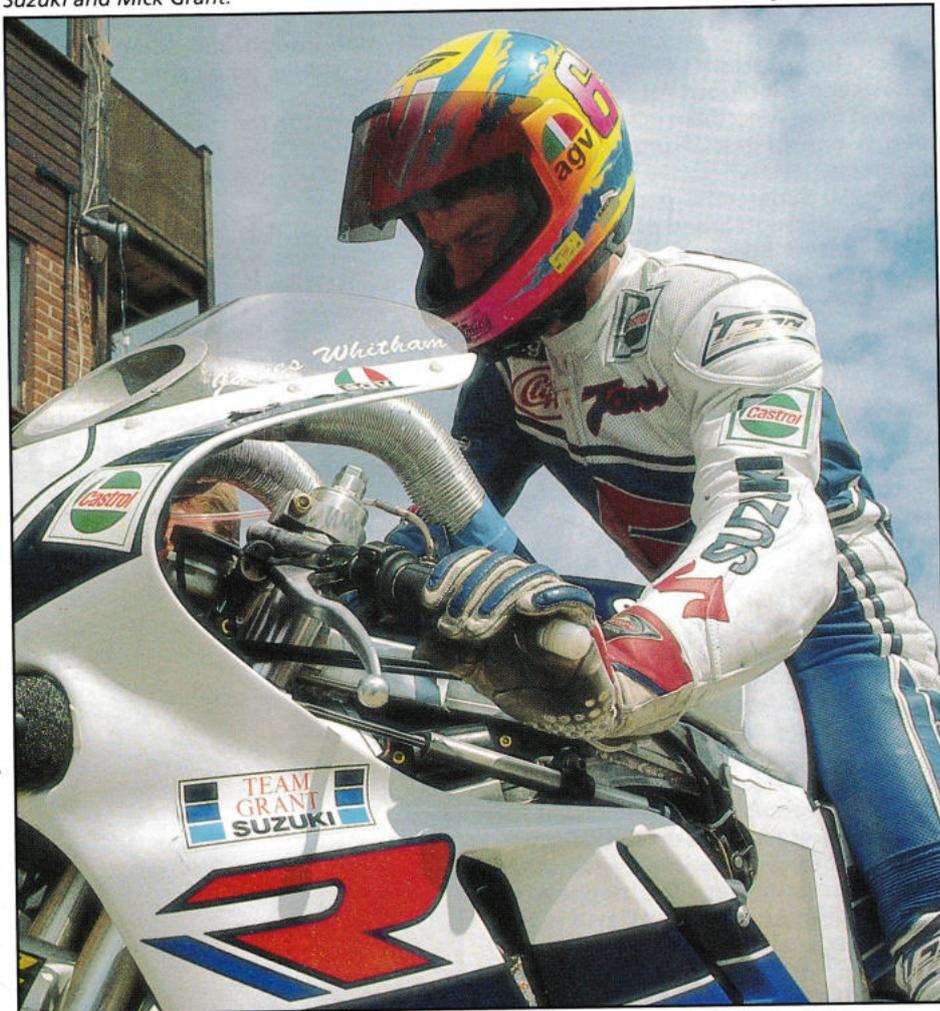
This was typified in the last round of the 125 race at Donington when Rob Orme from Derby and Ulster's Robert Dunlop came to grief in a final joint dash for the flag. The result; a broken collar bone for Dunlop which did him no good at all, virtually on the eve of the TT races.

Subsequently Dunlop was forced to retire from the Formula One TT because the pain from his plated fracture was too much as he wrestled the JPS Norton around the Mountain Course. Remarkably, only two days later he won the 125

Huddersfield's young Jamie Whitham has found his 750 form again through his reassociation with Suzuki and Mick Grant.

TT at record speed but sadly deprived elder brother Joey, who finished second, of his fourteenth TT victory. Another win for Joey would have equalled Mike Hailwood's record tally of wins.

Orme and Dunlop resume their battle
Photo by: James Wright





Alan Carter ranks as one of the country's finest 250cc riders, and will be chasing 250 Supercup leader Kevin Mitchell in one of the series' closest championships. **Photo by: Terry Howe**

today but both have some ground to make up. The Ulsterman is third in the championship chase, having won the first round - and Orme is fourth.

Barry Stanley from Swadlingcote leads the class by one point, after a second place at Snetterton and a sixth at Donington, from Carlisle's Chris Palmer.

But keep a look out for young James Haydon from Amersham in seventh place, who is one of the country's brightest prospects.

The 250 Supercup is packed with talent and although grand prix rider Kevin Mitchell from Burton on Trent has won both rounds to date, the eventual winner could be any one of half a dozen top notch riders.

Australian Paul Lewis, another former grand prix rider, is second but pressing hard is another group of riders capable of capturing the title. They include Nigel Bosworth from Stoke Golding, Martyn Jupp, Cannock and Alan Carter from Halifax, who is probably the country's finest 250 rider.

Behind Steve Ives, leader in the 400 Supersport championship, is a fine array of young talent that bodes well for the future of the sport. Paul Brown from Scunthorpe, a Rob McElnea protege, is second while Jason Vincent, Earl Shilton is third. Vincent, winner of the Shell Suzuki Scholarship, gave championship leader Ives a tough time at Snetterton to take second place, and bright futures are forecast for both he and Brown.

David Jefferies from Shipley is another promising youngster. The nephew of Nick Jefferies of TT fame, David is the latest in a line of fine riders from the Yorkshire racing family.

The Supersport 600 is a close run affair

with Brian Morrison on his Drambuie sponsored Yamaha, chasing leader Mark Farmer from Crawley. Phil Borley from Southend is also in close contention and there are strong challenges emerging from Scotland's Ian Simpson, Roger Milne from Aldborough and Glasgow's battling Jim Modie, who came third in the TT.

The Formula Two sidecar men have only had one round so far at Donington but inevitably it is a Brindley who leads the series.

In this case, it is John Brindley with passenger Chris Jones. The Bawtry pair are followed by Richard Nelson from Derby with Tickhill's Mick Haith and Nigel Barlow in third.

The sidecar men really have to be on top form in each round because both the F2 and open classes have three rounds each in the championship.

The big outfits had their first round at

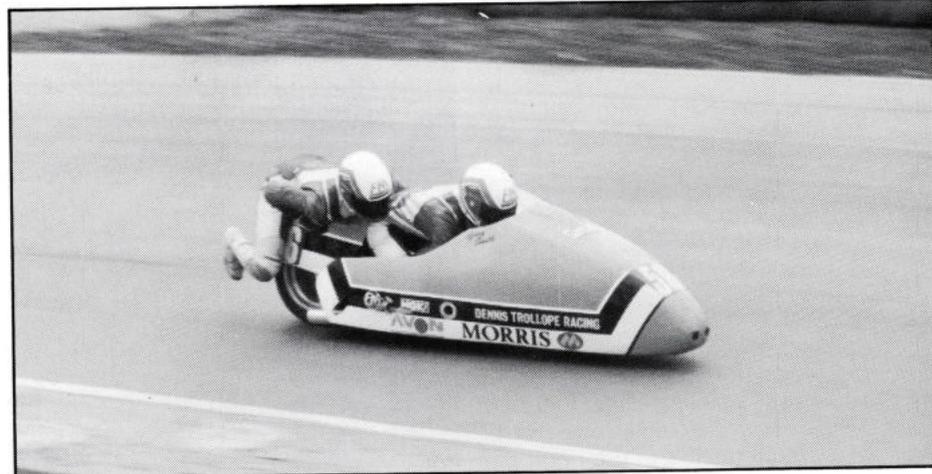
Snetterton, they are not running today and yes, the Brindley's are there again in force. Derek Brindley and Nick Roche lead after winning at Snetterton with grand prix campaigning brother Barry, second. Robert Fisher and Trevor Crone from Warrington are third.

So there you have it, a brief run down on the Supercup championships as they stand at the moment. What will happen today on Brands' famous Grand Prix circuit, which is being used for a major bike meeting for the first time since 1988, is anyone's guess. But the superb entertainment is guaranteed.

It is not often that all the country's top riders are at one meeting so enjoy every minute of the high speed action.

And remember, it is not only points and titles that the riders are chasing. There is a total of over £100,000 at stake in prize money and Shell Gemini bonuses over the six round series. ●

The young pairing of Gary Smith and Dave Horne will be going all out in the F2 sidecar race. **Photo by: John Marsh**



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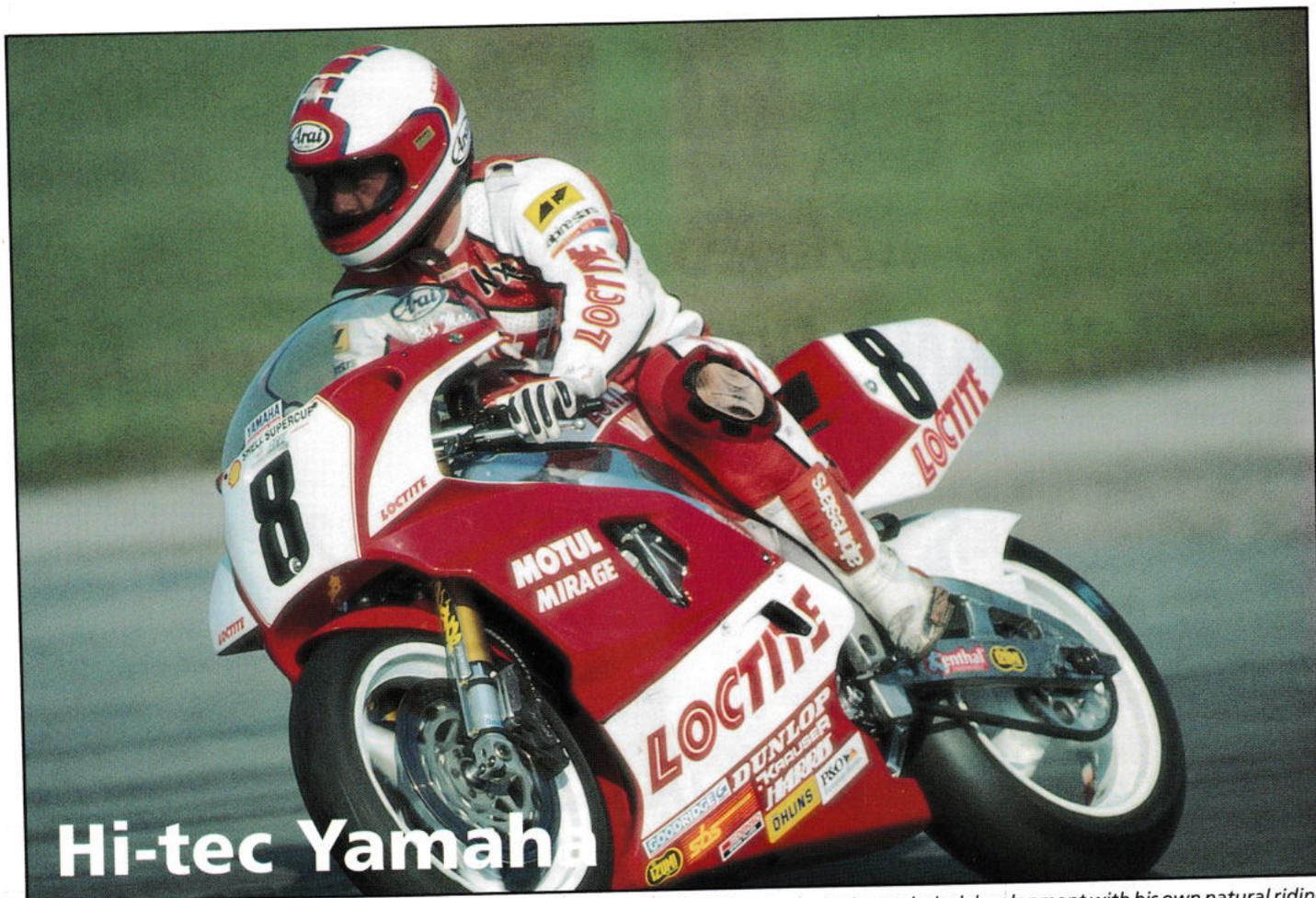
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Hi-tec Yamaha

Rob McElnea has demonstrated the extensive capabilities of the Loctite Mitsui Yamaha, twinning technical development with his own natural riding abilities. *Photo by: Don Morley*

STEVE PARRISH, THE GO-AHEAD boss of Loctite Mitsui Yamaha, has taken motorcycle racing into the hi-tec age and brought it into line with the highly professional world of Formula 1 cars. George Turnbull reports...

It was inevitable. With the huge amounts of money now being spent on developing modern high-performance machines steps had to be taken to ensure they work at optimum efficiency on any given circuit.

The intuition and feel of a rider, even though he might have some technical know-how, are no longer quite sufficient to help machines set-up a bike. Today team mechanics need to know how every vital part is performing at any point on any circuit.

Formula 1 car racing has benefitted for some time from the use of electronic data-logging systems and now Parrish has provided a similar system for his machines. If recent performances by Rob McElnea and Terry Rymer are anything to go by the system is working a treat.

Described by Parrish as a "computer with a little brain on the bike", the system is thought to be the first of its kind to be used by a motorcycle team in Europe apart from, perhaps, the Grand-Prix outfits.

"It is like a spy in the cab but much more sophisticated," said Parrish. "We can monitor everything that is happening during a lap and no rider, however good he is, could give us the same amount of information."

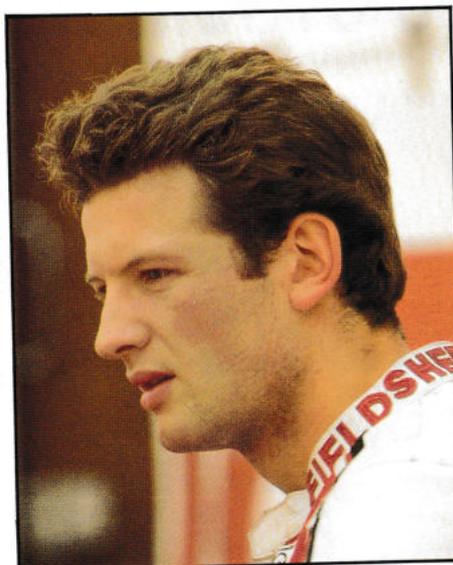
Sensors fitted to vital parts of the machine enables a vast amount of data

to be recorded which in turn is interpreted by a lap-top computer and a print-out is provided.

"The amount of information is astonishing," said Parrish, "and we can achieve in a few practice laps what used to take dozens of laps to sort out. The system is not cheap but it will save us a great deal

Terry Rymer contemplates the challenge ahead of him, as he teams up with Team Loctite Yamaha and Rob McElnea.

Photo by: Steve Chubb



of time and money and hopefully help us win races."

The system has the ability to learn a circuit and store a map of it. Sensors can record suspension travel, fuel flow, wheel spin, engine temperature and revs, oil and brake pressures and angles of lean.

The equipment on the bike is triggered into action by a beam on the pit wall and everything that is happening to the bike at any point on the circuit can be monitored. Problems can be easily resolved, adjustments quickly made and the bike can be set-up for a particular circuit in far less time than before and with more accuracy.

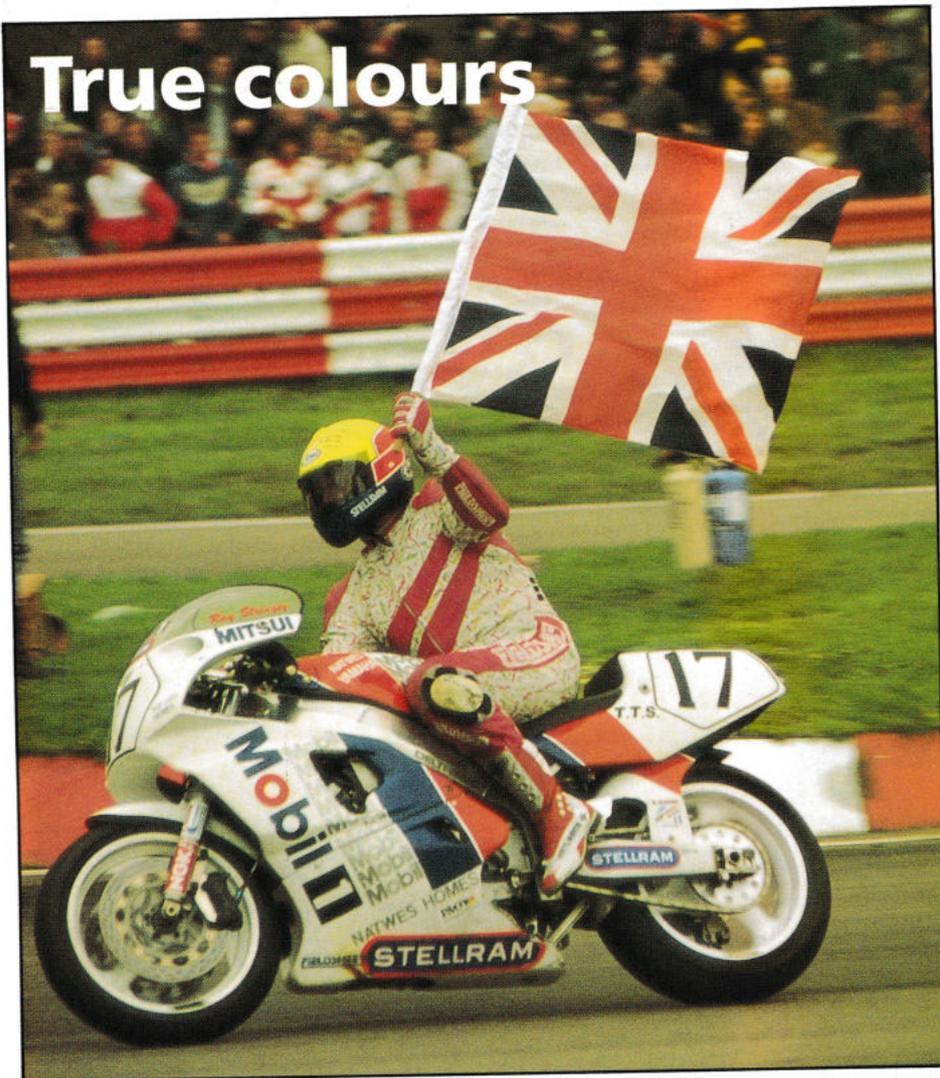
Perfect

No doubt the system will be in use this weekend during practice but it would be unfair to put big Rob McElnea's recent superb form down simply to sensors and computers. They may make the bike as near perfect as possible but it still has to be ridden and the opposition still has to be beaten.

And there is no way that a clean sweep in the £6,500 Donington Jubilee race, two impressive fifth places in the opening round of the World Superbike Championship and a double victory in the first round of the Supercup can all be put down to magical electronics.

"As far as I am concerned," he said, "I am riding well because I am much more relaxed and really enjoying my racing again." ●

True colours



Stringer celebrates his Transatlantic success at Mallory Park earlier this year.

Photo by: Jonathan Sweet

RAY STRINGER, THE SENSATIONAL top individual points scorer in this year's Transatlantic match races, has finally been able to show his true colours after being frustratingly stuck in the back waters by the wrong choice of machines. John Brown profiles the 29-year-old Yamaha rider.

After winning the 1300cc Open ACU Start series and coming second to the late Phil Mellor in the Metzeler production championship in 1987 when he first raced at national level, the Leicestershire rider admits that he took a downward plunge.

"For the following season I went for a couple of Suzuki ZXR 750 J's instead of staying with the original plan to have an RC30 Honda, and that was a big mistake," said Stringer. "I set about the Superbike and Superstock championships and the Suzukis were not really competitive."

Jerez

The only reward was that Ray, as the top Suzuki rider in Britain got the chance to race in the Suzuki Cup at Jerez in Spain at the end of the season where he qualified first and took fifth place in the race.

For 1989 he switched to Yamaha but the highlight was an invitation from JPS Norton to race one of their rotary engine machines at Knockhill and Snetterton.

The following season ended on a

depressing note with no backing and no real sign of anything on the horizon. "After racing on a shoe string, and even resorting to using second hand tyres for three years, the time had come to do something about getting a budget and go racing professionally," he said.

Mobil 1

A phone call to Nick Coleman brought about the offer in February to join his Mobil 1 team that also includes Rob Orme and Paul Lewis.

"I took my own two OWO1 Yamahas in to the team," said Ray, "one of these is backed by Mitsui and the other by Paul Hartnell of Nat Wes Homes, he is a real enthusiast and even has a Yamaha road bike painted in the Mobil team colours."

Stringer said that the sponsorship has made it possible for him to approach his racing with a much different attitude and make his machines more efficient.

Engine preparation is being carried out by Richard Albans of Towcester Tuning Shop who provided a special 1000cc Yamaha engine for match races.

"I was so quick I had to de-tune it,"

remarked Ray.

Just the same it gave him a victory hat trick at Mallory Park that set him up for overall success in the two days of racing.

At Brands it was a matter of keeping John Reynolds in sight because he was the one most likely to better my score," said Stringer. "It got pretty close and the last race was a bit of a panic. I decided there was no alternative than to get my head down and go for it. I got up to second but then eased off and settled for third because John was back down in seventh place.

Ray said that the highlight of the event for him was racing against Freddie Spencer - and beating him. "He was my hero when he raced in the Grands Prix and although it was not the Spencer I used to watch, who cares? It was simply great to be in the same race as him.

There were the odd flashes of the old Freddie but he did not like the idea of getting close to another rider on slow corners. If you came alongside he would let you go, I suppose he thought he might be brought off by some Brit short circuit scratcher."

Stringer got the inspiration to go road racing because of his association with Nigel Bosworth who lives nearby in the village of Stoke Golding.

"I used to race a 125 Yamaha in local motocross events and also work on Bony's engines and go to meetings with him when I wasn't racing myself," he said.

It was in 1984 that he first took to the tarmac, at West Raynham on a 250 Yamaha borrowed from Nigel's brother Mark Bosworth.

After contesting three meetings that season he went full time in 1985. A first victory came at the Mallory Plum Pudding event when he beat man of the moment John Corrin and Bosworth.

Priority...

This season the Shell Supercup is top priority for the 29-year-old rider and he comes to the third round at Brands holding second place behind Ron Haslam and ahead of Rob McElnea on the works Loctite Yamaha.

"I like Brands and the prospect of racing on the long circuit," he said. "I have never raced on it although I once practiced on a 'proddie' bike there in 1987. It certainly is going to be a leveller and everyone will have to get in some pre-meeting practice.

"The one part of Brands that I can't get on with is Clearways and of course that is not part of the long circuit so already there is a big advantage for me. I certainly hope to cut back on the eleven point lead that Ron has over me."

Ray lost ground in the second round at Donington Park because if I did the engine spluttered to halt," he explained.

"We later found flakes of paint in the fuel system that had got there through the filler can that had a cracked filter. We shall certainly make sure that doesn't happen again." ●

RACE 1 12 LAPS

SHELL OILS ACU SUPERCUP SIDECARS

Grid positions will be determined by timed practice



SHELL SUPERCUP

BRITISH **ACU** CHAMPIONSHIP



FACT FILE

Organised by: Auto Cycle Union.
Sponsored by: Shell Oils, with support from *Motor Cycle News*.
Specification: 401-1300cc, four cylinders maximum, six gears maximum, minimum weight 180 kg.
Qualifying rounds: April 27/28, Snetterton; June 29/30, Cadwell Park; August 17/18, Oulton Park.
Specification: F11 Sidecars complying with ACU Standing Regulation article 51.
Qualifying rounds: May 18/19, Donington Park; June 15/16, Brands Hatch; September 6/8, Mallory Park.

Awards: At each round prize money will be presented to the top 20 finishers on the basis £400, £250, £180, £140, £120, £90, £70, £60, £50, £40, £35, £35, £35, £35, £35, £25, £25, £25, £25, £25.

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

Leaders' points after 2 rounds:

1 Brindley/Jones	20
2 Nelson/Camp	17
3 Haith/Barlow	15
4 Hutchinson/Birkett	13
5 Smith/Horne	11
6 Hallam/Wynn	10
7 Williams/Crawford	9
8 Clark/Salone	8
9 Wright/Hetherington	7
10 Haith/Lowndes	6

No	Rider/Passenger/Home Town	Entrant	Machine
2	John Brindley/Chris Jones/Doncaster	Sabre Racing	Yamaha
3	Richard Nelson/Mark Camp/Yeaveley	Two the Limit Racing	Yamaha
4	Roger Dixon/Paul Appleby/Burton-on-Trent	Lintaprint Racing	Yamaha
5	Martin Whittington/Christain Hefti/Doncaster	Donald Skelton	Yamaha
7	Mick Haith/Nigel Barlow/Doncaster	Haith Tickhill Group	Yamaha
10	Adrian Williams/Dave Crawford/Bristol		Yamaha
11	Andre Whitherington/John Jackson/Retford	Padgetts Ltd	Yamaha
15	Mike Hamblin/Eddie Kiff/North Kyme	Dennis Trollope	Yamaha
16	Craig Hallam/Mike Wynn/Leicester	Premier Display	Yamaha
17	Jonathan Martin/Peter Hooker/Eastbourne		Windle
18	Roy Hanks/Tom Hanks/Birmingham		Ireson
19	Gary Smith/Dave Horne/Coulsdon	Smate Motors	Yamaha
20	Alan Warner/Philip Bettison/Brandesburton		Shelbourne
21	Peter Krukowski/Chris McGahan/Crawley		Windle
22	Mike Hesford/Layne Wilson/Exeter		Kawasaki 600
23	Geoff Moeser/Shawn Pollard/Leigh-on-Sea		Yamaha
25	Martin Clark/Terrie Salone/Leeds	Clarks of Garforth	Shelbourne

Row 1	.....
Row 2	.....
Row 3	.....
Row 4	.....
Row 5	.....
Row 6	.....
Row 7	.....
Row 8	.....

Lap Record

Craig Hallam/Nigel Barlow (350 Yamaha)..... 1m 42.00s 91.77mph 16.09.90

RESULTS

1st2nd3rd4th5th6th7th8th9th10th11th 12th
 Winner's Time Speedmph Fastest Lap: No Time Speed mph



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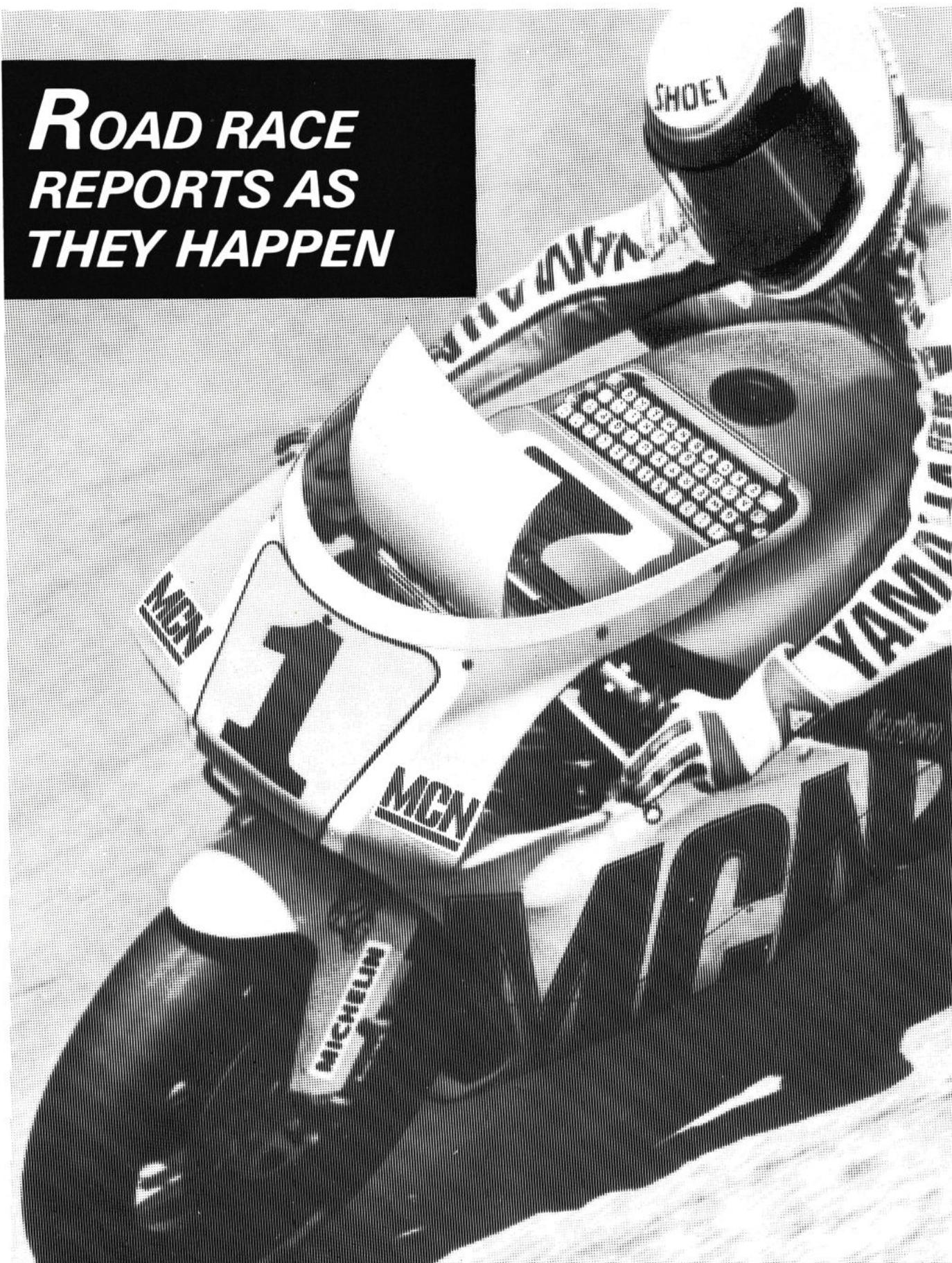
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RACE 4 12 LAPS

SHELL OILS ACU SUPERCUP 400cc SUPERSPORTS



FACT FILE

Organised by: Auto Cycle Union.

Sponsored by: Shell Oils, with support from *Motor Cycle News*.

Specification: Solo machines 126-250cc two stroke two cylinders maximum, or 251-400cc four stroke four cylinders maximum. Complying with ACU Supersport Regulations.

Awards: At each round prize money will be presented to the top 20 finishers on the basis £300, £200, £140, £100, £80, £60, £50, £40, £30, £25, £20, £20, £20, £20, £15, £15, £15, £15.

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

Qualifying rounds: April 27/28, Snetterton; May 18/19, Donington Park; June 15/16, Brands Hatch; June 29/30, Cadwell Park; August 17/18, Oulton Park; September 6/8, Mallory Park.

Leaders' points after two rounds:

1 Steve Ives	37
2 Paul Brown	30
3 Jason Vincent	28
4 James Whitham	20
5 David Jefferies	19
6 Darren Mitchell	15
7 Jim Moodie	13
Martyn Jupp	13
9 Max Vincent	11
10 Jerry McWilliams	10

No	Rider/Home Town	Entrant	Machine
1	Steve Ives/Hyde	Motor Cycle Centre	250 MCC Yamaha
2	John Corrin/Southport		250 Kawasaki
3	John Yates/Chesterfield	Clay Cross Kawasaki	250 Clay Cross Kawasaki
5	Jason Vincent/Earl Shilton	Shell Suzuki Scholarship	250 Suzuki
6	Neville Potts/Colchester	Stan Stephens Tuning	250 Kawasaki
7	Adrian Butcher/South Alkham	David Brown Kawasaki	250 Kawasaki
8	Darren Mitchell/Elland	Colin Sanderson	250 Kawasaki
9	Max Vincent/Earl Shilton		250 Kawasaki
10	Martin Jupp/Cannock	Heron Suzuki	250 Suzuki
13	Mark Norman/Bronwyfya		400 Yamaha
14	James Haydon/Amersham		250 Suzuki
15	Jim Moodie/Glasgow	Howard Cross M/cs	250 Cross Yamaha
18	Francis Williamson/Liss	Twistgrip Motorcycles	250 Kawasaki
19	Andy Hatton/Chaddesde	Speedline Motorcycles	250 Kawasaki
20	Kevin Mawdsley/Blackpool		250 Suzuki
21	Wayne Hiatt/Bristol	Gloucester Kawasaki	250 Kawasaki
22	David Heal/Hailsham		250 Suzuki
23	Stephen Wainwright/Leeds		250 Kawasaki
24	Stuart Wickens/Woodbridge		250 Kawasaki
25	Stewart Bayley/Wisbech		250 Suzuki
26	Simon Clark/Bristol	Royal Mail Bristol	250 Kawasaki
27	Bruce Wilson/Shepley		250 Suzuki
28	Mick Lofthouse/Accrington	Bob Wright Racing	250 Kawasaki
29	Paul Brown/Scunthorpe	Brian Lee Motorcycles	250 Kawasaki
30	Ian Bennett/Prestwood	Brian Gray Motorcycles	250 Kawasaki
31	David Jefferies/Shipleigh	Allan Jefferies M/cs	250 Suzuki
32	Rhys Boyd/Mitcham		250 Kawasaki
33	Phil Meldrum/Warrington		250 Kawasaki
34	Jeremy Doughty/Worcester		250 Kawasaki
35	Malcolm Banthorpe/Dereham		250 Kawasaki
36	Adam Fletcher/Peterborough		250 Kawasaki
37	Steve Reape/Lupset	Autorama Kawasaki	250 Kawasaki
38	Jeremy McWilliams/Newtownabbey	QUB Racing	250 Kawasaki
39	Andrew Murphy/Brough	York Suzuki Centre	250 Suzuki
40	Perry Goldstein/London		250 Suzuki
41	Chris Morley/Chester	Team Morley	250 Suzuki
42	Scott Martin/Basingstoke		250 Kawasaki
44	Bob Grant/Fife	Shirlaws Motorcycles	250 Suzuki
45	Guy Davies/Horfield		250 Kawasaki
46	Graham Holland/Basingstoke	Meakin Building Supplies	250 Suzuki
48	Glen English/Witham	Colin Aldridge Racing	250 Kawasaki
50	Andy Bradford/Edinburgh	C & J Wilson	250 Kawasaki
51	David Lenton/Southbourne		250 Kawasaki
52	Justin Harwood/Hemel Hempstead		250 Kawasaki
53	Howard Selby/Northberwick	J S Gedge	250 Yamaha
54	Steve Cunningham/Edinburgh		250 Kawasaki
55	Kevin Davies/Pettswood	Deeprise/Tristar	250 Suzuki
56	Sean McGee/Royston		250 Kawasaki
57	Nick Sergent/Sidcup		250 Kawasaki
69	James Whitham/Crossland Moor	Heron Suzuki	250 Suzuki

Lap Record
Phil Grantham (250 Kawasaki) 1m 40.10s 93.51mph 16.09.90

RESULTS

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

RACE 7 12 LAPS

SHELL OILS ACU SUPERCUP 600cc SUPERSPORTS

Grid positions will be determined by timed practice



FACT FILE

Organised by: Auto Cycle Union.

Sponsored by: Shell Oils, with support from *Motor Cycle News*.

Specification: Solo machines 401-600cc four stroke only, four cylinders maximum, complying with ACU Supersport regulations.

Awards: At each round prize money will be presented to the top 20 finishers on the basis £400, £250, £180, £140, £120, £90, £70, £60, £50, £40, £35, £35, £35, £35, £25, £25, £25, £25, £25.

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

Qualifying rounds: April 27/28, Snetterton; May 18/19, Donington Park; June 15/16, Brands Hatch; June 29/30, Cadwell Park; August 17/18, Oulton Park; September 6/8, Mallory Park.

Leaders' points after two rounds:

1 Mark Farmer	37
2 Brian Morrison	28
3 Phil Borley	27
4 Ian Simpson	20
5 Roger Milne	16
6 Jim Moodie	15
7 Geoff Baldock	14
8 Steve Ives	11
9 Andrew Murphy	10
10 Gary Weston	9
Sean Emmett	9

No	Rider/Home Town	Entrant	Machine
2	Steve Ives/Hyde	Motor Cycle Centre	600 MCC Yamaha
4	Jim Moodie/Glasgow	Howard Cross Motorcycles	600 Cross Yamaha
5	Brian Morrison/Fife	The Drambuie Liqueur Co Ltd	600 Yamaha
6	Phil Borley/Southend-on-Sea	Julian Soper Motorcycles	600 Yamaha
7	Gary Weston/Ashford	John Harris Motorcycles	600 Honda
9	Mark Farmer/Crawley	Harris Performance	600 Yamaha
10	John MacDonald/Fife	Honda UK	600 Honda
11	Steve Tomes/Belper	Regent Developments	600 Honda
12	Howard Selby/Northberwick	J S Gedge	600 Yamaha
14	Brian Nicholson/Mortlake	G W Racing Photography	600 Honda
15	Matt Llewellyn/Glenfield		600 Honda
17	Dean Ashton/Hull	Dart Racing	600 Baxi Yamaha
18	Brendan Smith/Wymondham	ServiceMaster (Norwich)	600 Yamaha
19	Adrian Squirrel/Framlingham		600 Honda
20	Roger Milne/Aldborough	Motamat/Newfren	600 Yamaha
21	Ian Scott/Kendal	Bob Jacksons Motorcycles	600 Honda
22	Ian Simpson/Dalbeattie	Norrie Lyburn	600 Yamaha
23	Steve Wright/Tadcaster		600 Yamaha
24	Andrew Murphy/Brough	York Suzuki Centre	600 Yamaha
25	Jamie McCallister/Byfleet	Bikestudio Honda	600 Honda
26	Dave Martin/Southall	RAP International Superbikes	600 Honda
27	Sean Emmett/Camberley	Fast Bikes Magazine	600 Yamaha
28	Andrew Pallot/Bury St Edmunds	Bowers Motorcycles	600 Yamaha
29	Tim Stone/Harrow Weald	Rex Judd	600 Yamaha
30	John Senior/Crowle	Frettons of Coventry	600 Honda
31	David Jefferies/Shipleigh	Alan Jefferies Motorcycles	600 Honda
32	Jon Teague/Blagdon		600 Honda
33	Spencer Lynn/Bramhall		600 Honda
34	Iain MacPherson/Glasgow	Ride on Motorcycles Ltd, Glasgow	600 Yamaha
35	Steven Marks/Godalming		600 Yamaha
36	Mark Kennedy/Nuneaton		600 Honda
37	Robin Hill/Lancaster		600 Yamaha
38	Jason Emmett/Finchampstead	Hazelmere Motorcycles	600 Yamaha
39	Tommy Bailey/Sunderland		600 Honda
40	Wade Martin/Buckskin		600 Yamaha
41	Jim Hodson/Wigan	Greens of Blackrod	600 Yamaha
42	Howard Whitby/Wakefield	S S Engineering	600 Yamaha
43	Dave Redgate/Orpington		600 Yamaha
44	Phil Grantham/Northfleet		600 Yamaha
45	John Crawford/Coatbridge		600 Yamaha
46	Iain Brock/Thornton Heath		600 Yamaha
47	Mark Smith-Halvorsen/Addiscombe	Ram Hire Pro Audio	600 Yamaha
48	Greg Dreyer/Tamworth	Devimead Motorcycles	600 Yamaha
49	Paul Mackley/North Allerton	Grange/Polstar Racing	600 Honda
50	Geoff Baldock/Louth		600 Honda
51	Graeme Thompson/Ballymena		600 Yamaha

Row 1	.....	.....	.....	.....	.....
Row 2	.....	.....	.....	.....	.....
Row 3	.....	.....	.....	.....	.....
Row 4	.....	.....	.....	.....	.....
Row 5	.....	.....	.....	.....	.....
Row 6	.....	.....	.....	.....	.....
Row 7	.....	.....	.....	.....	.....
Row 8	.....	.....	.....	.....	.....

Lap Record:
Steve Ives (600 Yamaha)..... 1m 37.00s 96.50mph 16.09.90

RESULTS

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

OFFICIALS AND ACKNOWLEDGEMENTS

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Race Controller:
Norma Bellars
Geraldine Turner
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Tunnel Controller:
J. Walsh

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H. Perry
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Lap Speed Table

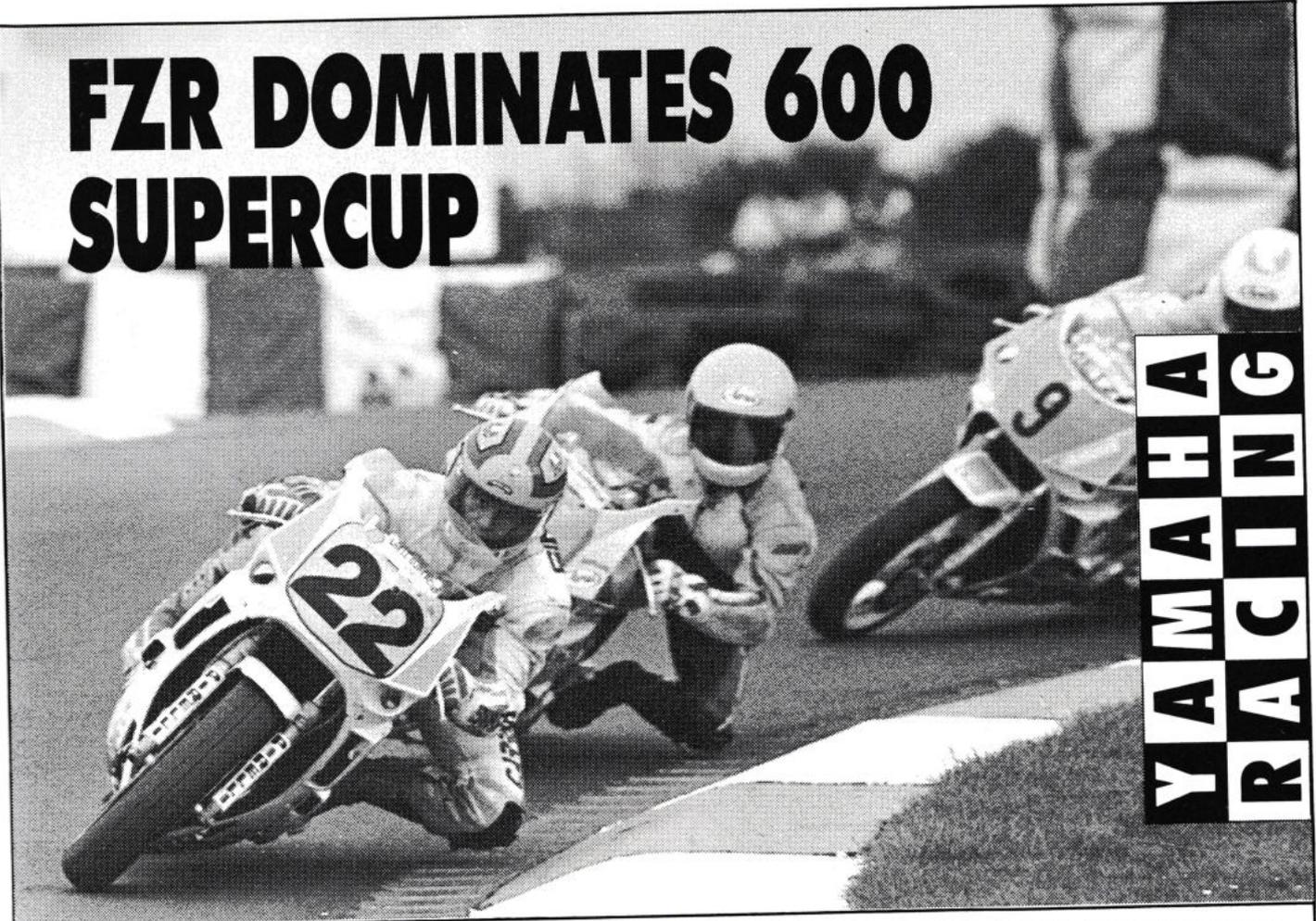
1 lap = 2.6002 miles

Time ms	Speed mph	Time ms	Speed mph	Time ms	Speed mph	Time ms	Speed mph	Time ms	Speed mph	Time ms	Speed mph	Time ms	Speed mph	Time ms	Speed mph	Time ms	Speed mph	Time ms	Speed mph		
1.05.0	144.01	1.10.1	133.53	1.15.2	124.48	1.20.3	116.57	1.25.4	109.61	1.30.5	103.43	1.35.6	97.92	1.40.7	92.96	1.45.8	88.48	1.50.6	84.64	1.55.4	81.12
1.05.1	143.79	1.10.2	133.34	1.15.3	124.31	1.20.4	116.43	1.25.5	109.48	1.30.6	103.32	1.35.7	97.81	1.40.8	92.86	1.45.9	88.39	1.50.7	84.56	1.55.5	81.05
1.05.2	143.57	1.10.3	133.15	1.15.4	124.15	1.20.5	116.28	1.25.6	109.35	1.30.7	103.21	1.35.8	97.71	1.40.9	92.77	1.46.0	88.31	1.50.8	84.48	1.55.6	80.98
1.05.3	143.35	1.10.4	132.96	1.15.5	123.98	1.20.6	116.14	1.25.7	109.23	1.30.8	103.09	1.35.9	97.61	1.41.0	92.68	1.46.1	88.23	1.50.9	84.41	1.55.7	80.91
1.05.4	143.13	1.10.5	132.78	1.15.6	123.82	1.20.7	115.99	1.25.8	109.10	1.30.9	102.98	1.36.0	97.51	1.41.1	92.59	1.46.2	88.14	1.51.0	84.33	1.55.8	80.84
1.05.5	142.91	1.10.6	132.59	1.15.7	123.66	1.20.8	115.85	1.25.9	108.97	1.31.0	102.87	1.36.1	97.41	1.41.2	92.50	1.46.3	88.06	1.51.1	84.25	1.55.9	80.77
1.05.6	142.69	1.10.7	132.40	1.15.8	123.49	1.20.9	115.71	1.26.0	108.85	1.31.1	102.75	1.36.2	97.30	1.41.3	92.41	1.46.4	87.98	1.51.2	84.18	1.56.0	80.70
1.05.7	142.48	1.10.8	132.21	1.15.9	123.33	1.21.0	115.56	1.26.1	108.72	1.31.2	102.64	1.36.3	97.20	1.41.4	92.31	1.46.5	87.89	1.51.3	84.10	1.56.1	80.63
1.05.8	142.26	1.10.9	132.03	1.16.0	123.17	1.21.1	115.42	1.26.2	108.59	1.31.3	102.53	1.36.4	97.10	1.41.5	92.22	1.46.6	87.81	1.51.4	84.03	1.56.2	80.56
1.05.9	142.04	1.11.0	131.84	1.16.1	123.01	1.21.2	115.28	1.26.3	108.47	1.31.4	102.41	1.36.5	97.00	1.41.6	92.13	1.46.7	87.73	1.51.5	83.95	1.56.3	80.49
1.06.0	141.83	1.11.1	131.66	1.16.2	122.84	1.21.3	115.14	1.26.4	108.34	1.31.5	102.30	1.36.6	96.90	1.41.7	92.04	1.46.8	87.65	1.51.6	83.88	1.56.4	80.42
1.06.1	141.61	1.11.2	131.47	1.16.3	122.68	1.21.4	115.00	1.26.5	108.22	1.31.6	102.19	1.36.7	96.80	1.41.8	91.95	1.46.9	87.57	1.51.7	83.80	1.56.5	80.35
1.06.2	141.40	1.11.3	131.29	1.16.4	122.52	1.21.5	114.86	1.26.6	108.09	1.31.7	102.08	1.36.8	96.70	1.41.9	91.86	1.47.0	87.48	1.51.8	83.73	1.56.6	80.28
1.06.3	141.19	1.11.4	131.10	1.16.5	122.36	1.21.6	114.71	1.26.7	107.97	1.31.8	101.97	1.36.9	96.60	1.42.0	91.77	1.47.1	87.40	1.51.9	83.65	1.56.7	80.21
1.06.4	140.97	1.11.5	130.92	1.16.6	122.20	1.21.7	114.57	1.26.8	107.84	1.31.9	101.86	1.37.0	96.50	1.42.1	91.68	1.47.2	87.32	1.52.0	83.58	1.56.8	80.14
1.06.5	140.76	1.11.6	130.74	1.16.7	122.04	1.21.8	114.43	1.26.9	107.72	1.32.0	101.75	1.37.1	96.40	1.42.2	91.59	1.47.3	87.24	1.52.1	83.50	1.56.9	80.07
1.06.6	140.55	1.11.7	130.55	1.16.8	121.88	1.21.9	114.29	1.27.0	107.59	1.32.1	101.64	1.37.2	96.30	1.42.3	91.50	1.47.4	87.16	1.52.2	83.43	1.57.0	80.01
1.06.7	140.34	1.11.8	130.37	1.16.9	121.73	1.22.0	114.16	1.27.1	107.47	1.32.2	101.53	1.37.3	96.20	1.42.4	91.41	1.47.5	87.08	1.52.3	83.35	1.57.1	79.94
1.06.8	140.13	1.11.9	130.19	1.17.0	121.57	1.22.1	114.02	1.27.2	107.35	1.32.3	101.42	1.37.4	96.11	1.42.5	91.32	1.47.6	87.00	1.52.4	83.28	1.57.2	79.87
1.06.9	139.92	1.12.0	130.01	1.17.1	121.41	1.22.2	113.88	1.27.3	107.22	1.32.4	101.31	1.37.5	96.01	1.42.6	91.24	1.47.7	86.91	1.52.5	83.21	1.57.3	79.80
1.07.0	139.71	1.12.1	129.83	1.17.2	121.25	1.22.3	113.74	1.27.4	107.10	1.32.5	101.20	1.37.6	95.91	1.42.7	91.15	1.47.8	86.83	1.52.6	83.13	1.57.4	79.73
1.07.1	139.50	1.12.2	129.65	1.17.3	121.10	1.22.4	113.60	1.27.5	106.98	1.32.6	101.09	1.37.7	95.81	1.42.8	91.06	1.47.9	86.75	1.52.7	83.06	1.57.5	79.67
1.07.2	139.30	1.12.3	129.47	1.17.4	120.94	1.22.5	113.46	1.27.6	106.86	1.32.7	100.98	1.37.8	95.71	1.42.9	90.97	1.48.0	86.67	1.52.8	82.99	1.57.6	79.60
1.07.3	139.09	1.12.4	129.29	1.17.5	120.78	1.22.6	113.33	1.27.7	106.74	1.32.8	100.87	1.37.9	95.62	1.43.0	90.88	1.48.1	86.59	1.52.9	82.91	1.57.7	79.53
1.07.4	138.88	1.12.5	129.11	1.17.6	120.63	1.22.7	113.19	1.27.8	106.61	1.32.9	100.76	1.38.0	95.52	1.43.1	90.79	1.48.2	86.51	1.53.0	82.84	1.57.8	79.46
1.07.5	138.68	1.12.6	128.94	1.17.7	120.47	1.22.8	113.05	1.27.9	106.49	1.33.0	100.65	1.38.1	95.42	1.43.2	90.70	1.48.3	86.43	1.53.1	82.76	1.57.9	79.40
1.07.6	138.47	1.12.7	128.76	1.17.8	120.32	1.22.9	112.92	1.28.0	106.37	1.33.1	100.54	1.38.2	95.32	1.43.3	90.62	1.48.4	86.35	1.53.2	82.69	1.58.0	79.33
1.07.7	138.27	1.12.8	128.58	1.17.9	120.16	1.23.0	112.78	1.28.1	106.25	1.33.2	100.44	1.38.3	95.23	1.43.4	90.53	1.48.5	86.27	1.53.3	82.62	1.58.1	79.26
1.07.8	138.06	1.12.9	128.40	1.18.0	120.01	1.23.1	112.64	1.28.2	106.13	1.33.3	100.33	1.38.4	95.13	1.43.5	90.44	1.48.6	86.19	1.53.4	82.55	1.58.2	79.19
1.07.9	137.86	1.13.0	128.23	1.18.1	119.86	1.23.2	112.51	1.28.3	106.01	1.33.4	100.22	1.38.5	95.03	1.43.6	90.35	1.48.7	86.12	1.53.5	82.47	1.58.3	79.13
1.08.0	137.66	1.13.1	128.05	1.18.2	119.70	1.23.3	112.37	1.28.4	105.89	1.33.5	100.11	1.38.6	94.94	1.43.7	90.27	1.48.8	86.04	1.53.6	82.40	1.58.4	79.06
1.08.1	137.46	1.13.2	127.88	1.18.3	119.55	1.23.4	112.24	1.28.5	105.77	1.33.6	100.01	1.38.7	94.84	1.43.8	90.18	1.48.9	85.96	1.53.7	82.33	1.58.5	78.99
1.08.2	137.25	1.13.3	127.70	1.18.4	119.40	1.23.5	112.10	1.28.6	105.65	1.33.7	99.90	1.38.8	94.74	1.43.9	90.09	1.49.0	85.88	1.53.8	82.26	1.58.6	78.93
1.08.3	137.05	1.13.4	127.53	1.18.5	119.24	1.23.6	111.97	1.28.7	105.53	1.33.8	99.79	1.38.9	94.65	1.44.0	90.01	1.49.1	85.80	1.53.9	82.19	1.58.7	78.86
1.08.4	136.85	1.13.5	127.36	1.18.6	119.09	1.23.7	111.84	1.28.8	105.41	1.33.9	99.69	1.39.0	94.55	1.44.1	89.92	1.49.2	85.72	1.54.0	82.11	1.58.8	78.79
1.08.5	136.65	1.13.6	127.18	1.18.7	118.94	1.23.8	111.70	1.28.9	105.29	1.34.0	99.58	1.39.1	94.46	1.44.2	89.83	1.49.3	85.64	1.54.1	82.04	1.58.9	78.73
1.08.6	136.45	1.13.7	127.01	1.18.8	118.79	1.23.9	111.57	1.29.0	105.18	1.34.1	99.48	1.39.2	94.36	1.44.3	89.75	1.49.4	85.56	1.54.2	81.97	1.59.0	78.66
1.08.7	136.26	1.13.8	126.84	1.18.9	118.64	1.24.0	111.44	1.29.1	105.06	1.34.2	99.37	1.39.3	94.27	1.44.4	89.66	1.49.5	85.49	1.54.3	81.90	1.59.1	78.60
1.08.8	136.06	1.13.9	126.67	1.19.0	118.49	1.24.1	111.30	1.29.2	104.94	1.34.3	99.27	1.39.4	94.17	1.44.5	89.58	1.49.6	85.41	1.54.4	81.82	1.59.2	78.53
1.08.9	135.86	1.14.0	126.50	1.19.1	118.34	1.24.2	111.17	1.29.3	104.82	1.34.4	99.16	1.39.5	94.08	1.44.6	89.49	1.49.7	85.33	1.54.5	81.75	1.59.3	78.46
1.09.0	135.66	1.14.1	126.33	1.19.2	118.19	1.24.3	111.04	1.29.4	104.71	1.34.5	99.06	1.39.6	93.98	1.44.7	89.41	1.49.8	85.25	1.54.6	81.68	1.59.4	78.40
1.09.1	135.47	1.14.2	126.16	1.19.3	118.04	1.24.4	110.91	1.29.5	104.59	1.34.6	98.95	1.39.7	93.89	1.44.8	89.32	1.49.9	85.17	1.54.7	81.61	1.59.5	78.33
1.09.2	135.27	1.14.3	125.99	1.19.4	117.89	1.24.5	110.78	1.29.6	104.47	1.34.7	98.85	1.39.8	93.79	1.44.9	89.23	1.50.0	85.10	1.54.8	81.54	1.59.6	78.27
1.09.3	135.08	1.14.4	125.82	1.19.5	117.74	1.24.6	110.65	1.29.7	104.36	1.34.8	98.74	1.39.9	93.70	1.45.0	89.15	1.50.1	85.02	1.54.9	81.47	1.59.7	78.20
1.09.4	134.88	1.14.5	125.65	1.19.6	117.60	1.24.7	110.52	1.29.8	104.24	1.34.9	98.64	1.40.0	93.61	1.45.1	89.06	1.50.2	84.94	1.55.0	81.40	1.59.8	78.14
1.09.5	134.69	1.14.6	125.48	1.19.7	117.45	1.24.8	110.39	1.29.9	104.12	1.35.0	98.53	1.40.1	93.51	1.45.2	88.98	1.50.3	84.87	1.55.1	81.33	1.59.9	78.07
1.09.6	134.49	1.14.7	125.31	1.19.8	117.30	1.24.9	110.26	1.30.0	104.01	1.35.1	98.43	1.40.2	93.42	1.45.3	88.90	1.50.4	84.79	1.55.2	81.26	2.00.0	78.00
1.09.7	134.30	1.14.8	125.14	1.19.9	117.16	1.25.0	110.13	1.30.1	103.89	1.35.2	98.33	1.40.3	93.33	1.45.4	88.81	1.50.5	84.71	1.55.3	81.19		
1.09.8	134.11	1.14.9	124.98	1.20.0	117.01	1.25.1	110.00	1.30.2	103.78	1.35.3	98.22	1.40.4	93.23	1.45.5	88.73						
1.09.9	133.92	1.15.0	124.81	1.20.1	116.86	1.25.2	109.87	1.30.3	103.66	1.35.4	98.12	1.40.5	93.14	1.45.6	88.64						
1.10.0	133.72	1.15.1	124.64	1.20.2	116.72	1.25.3	109.74	1													

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BRANDS HATCH

29 - 30 JUNE 1991

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FORMULA FORD 1600 - COMMONS v LORDS CELEBRITY RACE**

- ▶ THE BEST EVENT THIS SIDE OF THE GRAND PRIX ▶ SUPERB LUNCHTIME ENTERTAINMENT
- ▶ BRITAIN'S MOST SPECTACULAR RACE MEETING ▶ CYCLE RACING AND ALL ACTION AIR DISPLAY

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Circuit Viewing Enclosures: Sat 29th Adults £4, Children FREE, Paddock FREE, Stands FREE.
Sun 30th Adults £9, Children £1, Paddock £2, Grand Stands £5/£4.

SPECIAL ADULT WEEKEND VIEWING ENCLOSURE TICKET £10
(Grand Stand and Paddock Tickets at Extra Cost)

The Organisers/Promoters reserve the right to alter/cancel the programme without further notice
Advertised prices correct at time of printing but subject to change without notice.

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