

# SHELL OILS ACU

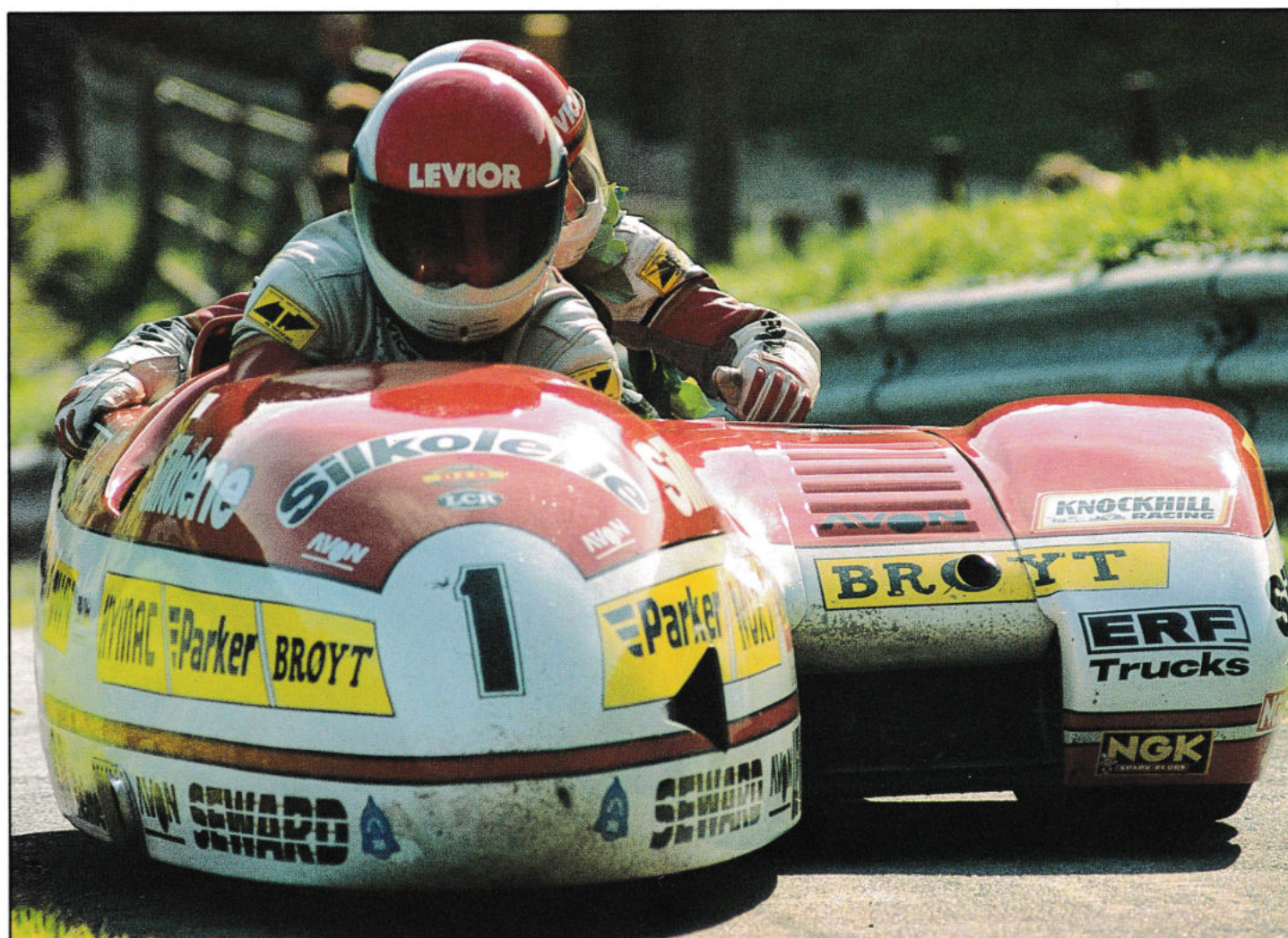


# SUPERCUP



Final Round — Sunday, 17th September, 1989

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## TIMETABLE

### Sunday, 17th September

#### PRACTICE (Untimed)

09.15-09.25	250cc
09.30-09.40	750cc
09.45-09.55	Sidecar
10.00-10.10	600cc Supersports
10.15-10.25	Superbike
10.30-10.40	125cc

#### PRACTICE (Timed)

10.50-11.05	250cc
11.10-11.25	750cc
11.30-11.45	Sidecar
11.50-12.05	600cc Supersports
12.10-12.25	Superbike
12.30-12.45	125cc

#### 12.45-13.45 LUNCH BREAK

#### RACING

Races will follow on after each other as quickly as possible in the following order with the first race starting at 13.45.

Race 1	21 Laps	Shell Oils ACU Supercup 250cc GP — Final Round
Race 2	21 Laps	Shell Oils ACU Supercup 750cc TT F1 — Final Round
Race 3	21 Laps	Shell Oils ACU Supercup Sidecars — Final Round
Race 4	21 Laps	Shell Oils ACU Supercup 600cc Supersports — Final Round
Race 5	21 Laps	Shell Oils ACU Supercup Superbike — Final Round
Race 6	21 Laps	Shell Oils ACU Supercup 125cc GP — Final Round

This meeting is organised by British Motor Cycle Racing Club Ltd affiliated to the Auto Cycle Union as a non-territorial club and is subject to the Standing Regulations and the National Sporting Code of the Auto Cycle Union.

ACU Permit No: 707

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.

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## Best of British

THE £50,000 SHELL Oils Supercup reaches its final round at Brands Hatch today, and although it has been only a five round championship, this series with a difference has rapidly established itself as the country's premier event.

From the outset it was the intention of the ACU and Shell Oils to provide competitors and fans with some "real" racing as opposed to the current trend of packing up to 30 five or six lap sprint races into a meeting.

The formula devised was to have only six races at each round, but each would last a minimum of 25 minutes. This allows riders to use and develop their tactical skills, pace themselves, and "read" a race, instead of just relying on machine power and a good start.

It was racing of this nature that helped produce World Champions such as Mike Hail-

wood, Phil Read and Barry Sheene. The fans have rapidly grown to appreciate the quality racing and so too have millions of armchair viewers who avidly follow the Shell Supercup on BBC Sunday Grandstand.

And with more than £10,000 at stake at each of the five Supercup rounds the riders are vying for a share of the richest championship in the country.

The races you will see today are for 125cc, 250cc, Supersport 600, TT Formula One, and Superbike solo classes. There is also an open sidecar class in which Steve Webster and Tony Hewitt, the triple World Sidecar Champions, are racing.

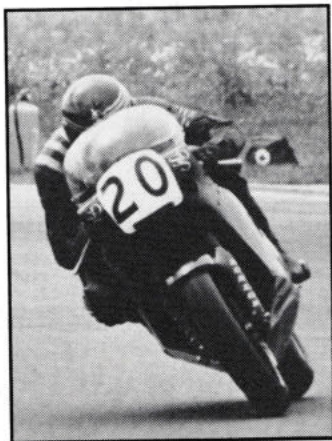
It was the intention of the organisers to bring back to the circuits the best of British racing. Hopefully you will agree they have succeeded in their aim.

## Eastern promise

FOLLOWING THEIR successful British season, the JPS Norton team head for the Far East in November to make their first appearance on the streets of Macau.

Nottingham's Steve Spray, who is poised to clinch the Shell Oils Supercup Championship here at Brands today, will be joined by Ulster closed road specialist Steve Cull as they take on the unique challenge of the Portuguese Colony's fast and demanding circuit in the Macau Grand Prix on November 25th/26th.

Spray, who is currently leading the British Formula One Championship aboard the black, grey and gold,



Steve Spray in action.

Photo: Perry Sports

rotary-engined JPS Norton, will be making his first appearance in the race.

## Support the Champs

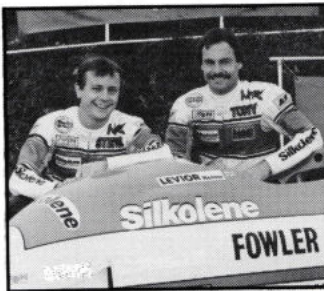


Photo: Phil Masters

THREE TIMES World Sidecar champions Steve Webster and Tony Hewitt are never short of support wherever they race. But if you really want to get the inside infor-

mation about the brilliant Yorkshire duo why not join their newly-formed supporters club.

Apart from getting all the latest news on "Webbo" and Tony, free-to-enter competitions, an end of season draw plus T-shirts and promotional items at 10 per cent discount are offered exclusively to members.

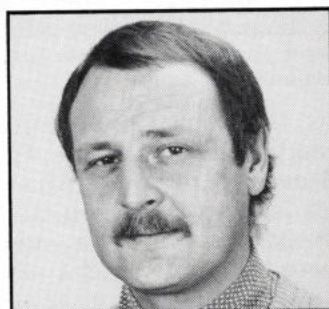
If you are interested contact: Julie Ditchfield, 48 Dukes Crescent, Sandbach, Cheshire, CW11 9BL, for full details about the Webster and Hewitt Supporters Club.

### NEWSBITES

● THE SHELL OILS Supercup champions, the five solo and two sidecar victors, will be presented with their awards at the ACU championship presentations to be held at Nottingham University on December 17.

Today, apart from any race winners trophies, they will receive a Jeroboam of Brut Imperial Champagne — a double magnum — courtesy of Moët & Chandon, in recognition of their achievements.

### ON AIR



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

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# The story so far . . .



Steve Spray leads Mark Phillips, Brian Morrison and Ian Simpson out of the chicane at Mallory Park.  
Photo: Rob Allen

As the Shell Oils Supercup series reaches its finale, we asked **John Brown** to recap the championship leaders, and to forecast who is likely to produce the winning form here at Brands Hatch.

A MAJOR BRITISH breakthrough in top flight motor cycling is firmly on the cards here at Brands Hatch today with Steve Spray poised to give the John Player Special Norton Team success in the country's foremost championship series.

The Nottinghamshire rider, who rocketed to prominence with a victory double while guesting in the Norton team for last October's Powerbike International at Brands Hatch, has a virtually invincible lead in the Shell Oils Supercup Formula One Series.

Only F1 World Champion Carl Fogarty could spoil the day for the British team that was only formed at the start of the season....but his chances of doing that are, to say the least, minimal.

If Fogarty took his Appleby Glade Honda to victory and Spray failed to score a single point the pair would end the five round series on level points and the tie breaker would go in the Honda riders' favour.

Both have only won once in the hard fought championship, Fogarty at Cadwell and Spray at Thruxton, so two wins would tip the scales in the Lancastrian's direction.

Spray admits that he is in a nail biting situation. "We are almost there but mechanical failure, or dare I say a crash, would let Carl in," he said. "My plan is to go out for a sensible ride because such a major title means a lot to Norton and myself."

For Fogarty the tension is not so great. "Obviously I must go for a win but that won't mean a thing if Steve is in the top 10," he reasoned.

Fogarty in turn could find himself toppled from the runner-up spot in the championship by Scot, Brian Morrison who is only one point behind.

"If Carl goes for a win then I shall have to go with him and try for that number one spot myself," said the Honda UK-backed rider.

All the pace setters must be aware of leading local contender Terry Rymer from Lee Green who certainly has all the potential of victory in the crucial final round on his Loctite Yamaha.

The winner two weeks ago at Mallory Park, Rymer could well have been knocking on the championship door himself if it had not been for a disastrous Thruxton round that produced no points for him.

"That really ended my hopes this time, but I certainly aim to go out on a winning note," he said.

The South Londoner goes into the final round on level points with Humberider Roger Burnett, whose season has turned into a nightmare.

The former Grand Prix campaigner started the series in scintillating form with a positive first round victory at Donington Park, but since then nothing has gone right. No points at all at Cadwell and a miserable two at Mallory have left him down in the dumps and with a real battle to try and raise his act in the final clash.

Further down the table Trevor Nation on the second JPS Norton, triple TT winner Steve Hislop on a Honda and Ray Stringer on his Pro Print Yamaha are all capable of producing race day upsets.

Class restrictions keep the rotary-engined Nortons out of the Superbike finale but the rest of the big bike class men will be in action as they bid for the top placings.

A win for Morrison in the penultimate round set him up as favourite for the championship but the slightest problem could topple him.

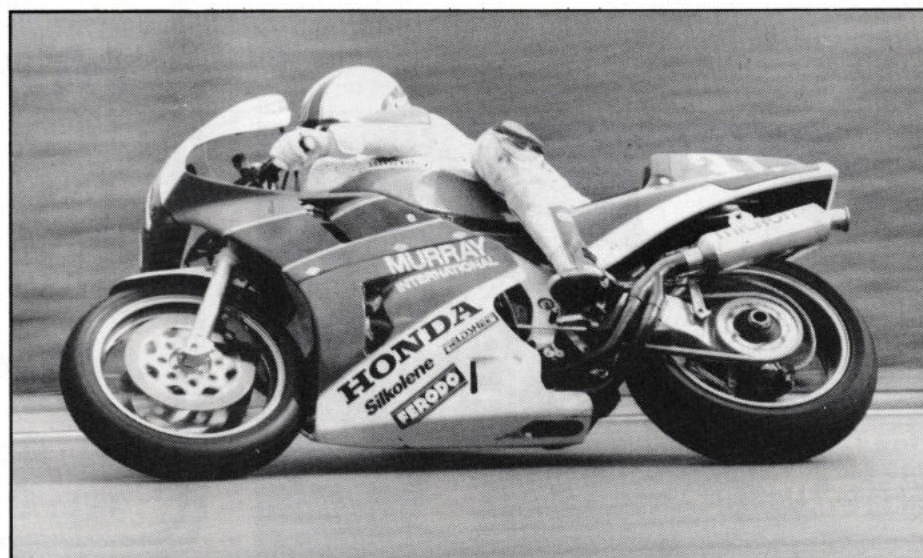
His lead over Lincolnshire privateer Steve Chambers is a mere six points and if he could regain his winning ways Burnett could provide the outsider threat.

"There certainly will not be any let-up



Roger Burnett waits for the start (above). Brian Morrison leads the Superbike points on his Honda (below).

Photos: Eric Cavill and Lawrence Peeney





Rodney Knapp is only one point behind Mike Edwards in the 600 Supersport.

Photo: Rob Allen

as far as I am concerned," said Morrison. "The competition is well matched and a six point lead could vanish in a lap."

Although not in with a chance of getting the title Rymer is again a threat as are Fogarty and Leicestershire's Stringer.

It certainly will be a battle to the finish for victory in the closely fought Supersport 600 championship with only one point separating Mike Edwards and Rodney Knapp.

New Zealander Knapp, currently based in Bishop's Stortford, closed the gap on his season long rival when he

took his Colin Aldridge Yamaha to victory at Mallory by one tenth of a second from the championship leader.

"It really is a cliff-hanger," said Knapp. "Even if I win and Mike is second there will still have to be a sort out because that would mean two wins and two second places each in the championship. I suppose I am at a slight disadvantage, but nothing to worry about."

Their party could well be upset by Kent's Gary Weston who has not got a chance of taking the title but could well be a race winner on his home circuit.

Another with the ability to be first

across the line is Sheffield's Paul Brookes who brushed the opposition aside in a victory ride at Cadwell, but who has not been blessed with the best of fortune in the other events.

Morrison, again, and Nottingham's John Reynolds on a Kawasaki could also pose a threat to the leading duo.

At one stage Yorkshireman Steve Patrickson seemed on course for a championship double in the 250 and 125cc classes but his rivals have certainly not let him build on opening round victories.

Brought back to earth by a lowly seventh place at Thruxton he goes into the final 250cc round only three points ahead of consistent Australian Paul Lewis.

The Padgett Yamaha rider in fact lost ground with third place at Mallory after closing to just one point in the preceding clash.

World championship rider Kevin Mitchell, now with a Yamaha prepared by leading two stroke technician Harald Bartol, is also in the hunt while Nigel Bosworth with an Italian Aprilla and Yamaha riders Ian McConnachie and Martyn Jupp will be determined to sort out a fourth place deadlock.

Patrickson established a healthy looking lead in the 125 series at Thruxton only to drop one point behind Ilkeston's Rob Orme in arguably one of the best televised Supercup races, at Mallory two weeks later.

Although the championship is destined to go to one of these two riders, Ian Newton, Julian Perry, Dave Lemon and Alex Bedford, the only non Honda rider in the race with an EMC, are still in with a chance of grabbing third spot.

Yorkshire heroes Steve Webster and Tony Hewitt, who clinched the Sidecar World Championship for the third consecutive year in Czechoslovakia last month, aim to add the Supercup to their glittering array of trophies.

Webster has not attempted to retain the British championship he held for four years because of his busy Grand Prix schedule but he wants to keep his mark on the home championships. "I like to race at the home circuits when possible and the Supercup series with less rounds has proved ideal for us to do just that," said Webster, who has won the three rounds he has contested.

It is a similar situation for Barry Brindley and Graham Rose who, with a trio of second places on their Fowler Yamaha, are three points behind the leaders but only two ahead of Wokington's Robin Fisher and Trevor Crone who have scored in every round with their four stroke Suzuki-powered outfit.

Also in with a chance are Kenny Howles and Steve Pointer from Kidderminster, while Mick Thompson and Roy Lawrence, who vary their passengers, will be out to strengthen their top six placings.

Local interest should come from Gravesend's Judd Drew, and Meopham drivers John Cable and Roger Body.

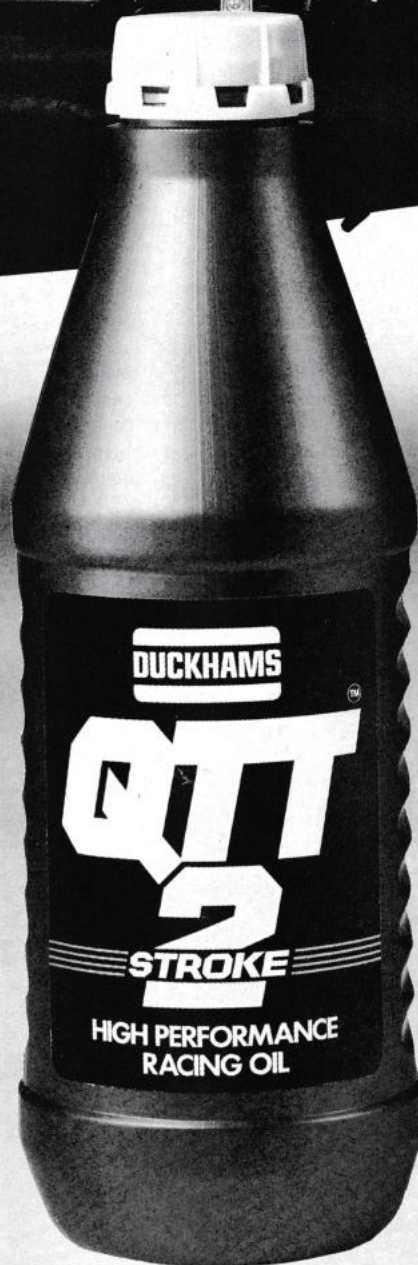


Rob Orme (6) leads Alan Patterson (42) and Steve Patrickson (8) in a 125 race (above). Triple World Champions Steve Webster and Tony Hewitt (below).

Photos: Lawrence Peeney, Perry Sports



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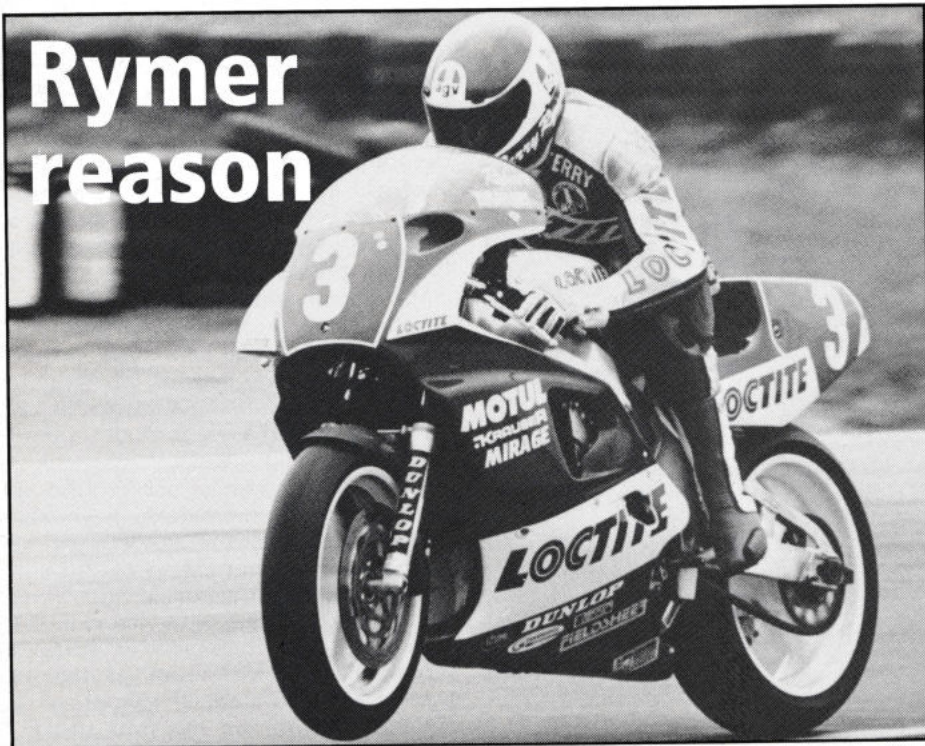
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# Rymer reason



Terry Rymer lifts the front wheel at Snetterton.

Photo: Perry Sports

**At just 22 years of age, Loctite Yamaha rider Terry Rymer has his sights set firmly at the top. His ambition to be a World Champion is certainly no pipe dream as John Brown found out...**

TERRY RYMER IS the sort of young rider that British motor cycle racing is crying out for. While others wish or dream they were world champions, but do little about it, the dedicated 22-year-old South Londoner has no doubts that he is going to make it to the top.

"I want to get Britain back on the map and that means being a world champion," he declared. "At the present time I see the 500cc Grands Prix as the most important, but if it did swing towards the Superbike class as being the way to go it would make no difference to me. Four stroke or two stroke machine, I am confident I could win in either." As well as his dedicated approach to racing Rymer has already set up the professional backing that is so necessary if a rider is to succeed in the cut-and-thrust, big money world of Grand Prix racing.

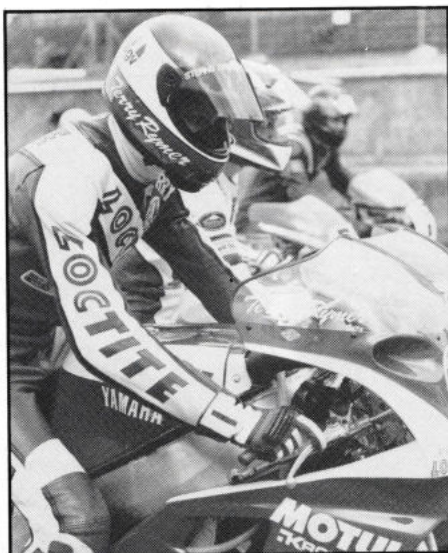
His personal manager is Harris Barnett, the man behind the success of several riders including Australian Wayne Gardner, the Rothmans Honda teamster who clinched the 500cc world title in 1987.

"I realise that I have still got a lot to learn and Harris is the ideal person to steer me in the right direction," explains Terry. "I appreciate that I have got to get in to a factory team if I am going to be a champion and he is the man who can get me into one. I am still young and already I have gained valuable experience by contesting the World Superbike series. I have been to circuits throughout the world that I would never otherwise have seen. I have got used to vastly differing life styles of racing in foreign countries and accepting the large amount of travel that is demanded."

It was through his efforts in the

Superbike Series that Rymer got his place in the Loctite Yamaha team. He tackled the championship last year with a 750 Honda and after consistent performances throughout the year he came through strongly in the closing rounds in Australia and New Zealand.

He impressed Loctite Yamaha manager, Steve Parrish, who had no second thoughts about signing him on for the 1989 season. He started in a blaze of glory with second place in the opening championship round at Donington Park and despite some niggling tyre problems is currently fifth in the title battle.



Concentrating on the start.

Photo: John Downs

"I have led quite a few races to half distance and then technical problems have struck," he said, "just the same I

have been pleased with my own performance and that of the Loctite Yamaha team."

Rymer, in his fifth season of racing, burst into prominence at Brands Hatch when he won the first round of the 1987 MCN Superstock championship. "Everyone said it was a fluke but I proved them wrong by winning the next one at Mallory Park as well," he recalled.

The rider from Lee Green got his early experience racing 250 and 350cc production Yamahas at club and then national level. "I got my first taste of the sport at Snetterton and then came to Brands for my second outing," he said. "I have liked racing at Brands ever since, after all it is my home circuit and I have got a lot of friends here."

Despite that, Rymer has got mixed feelings about racing here today because it does mean that he is missing the West German World Superbike round at Hockenheim. "It also almost certainly means I will miss the next weekend's round in Sicily as well because it is a long dash from here while Germany is en route," he said.

Technical problems have ruined Rymer's chances of winning either the Shell Oils Supercup Series Formula One or Superbike titles, but he will certainly be looking for victory in both races today.

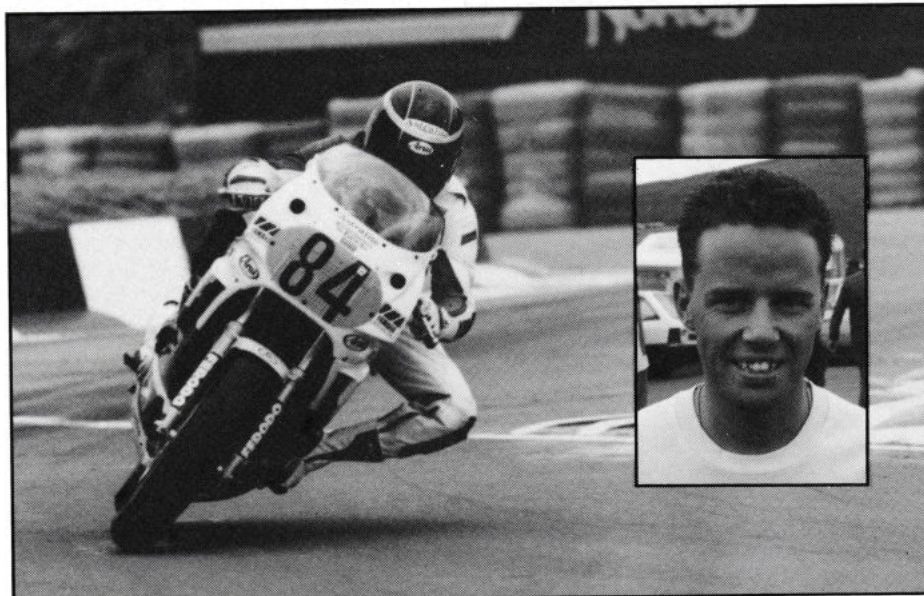
The biggest set-back came in the third round at Thruxton when he failed to score a single point, but he bounced back with a vengeance at Mallory Park two weeks ago with victory in the F1 race when he held the faster Nortons of Steve Spray and Trevor Nation at bay, and second place in the Superbike event.

"I am not riding at many home meetings this year but the Supercup is worth making the effort for," said Rymer. "The longer races are what is wanted on the short circuits, as 10 lap dashes, when you have to race flat out from the drop of the flag, certainly do not produce the style of riders needed for Grand Prix racing.

Tactics and expertise come into winning longer races and you don't even have to put in the fastest lap to be first past the chequered flag. The Supercup series is certainly going in the right direction but personally I would like the length, especially in the bigger classes, to be doubled. It is the only way we are going to get riders who will have a chance of winning Grands Prix or Superbike events. So often I have seen good British riders fail at world level because they have been brought up on sprint-style racing. They have no idea how to set up their machines properly or have the experience to pace themselves for the longer distances."

Make no mistake when you watch Terry Rymer today, you could well be seeing a future world champion in action. His target is to be racing a 500cc Grand Prix machine within the next two years and my money is on him succeeding.

# Bubbling Brookes



Paul (inset) on his Yamaha in the last Shell Oils Supercup round at Mallory Park.

Photos: Rob Allen

Paul Brookes is a young rider from Lincolnshire who has made a tremendous impact on the national scene in 1989, winning in spectacular style in round two of the Shell Oils Supercup at Cadwell Park back in June. As Paul prepares to take on the best in the final round of the championship *George Turnbull* recaps on his memorable win, and this stylish rider's season to date.

THERE WAS considerable consternation all round the day Paul Brookes made his first major impact on racing. It was at Cadwell Park on June 25th, the second round of the Shell Oils Supercup and the race was the Supersport 600.

All the 600 experts, Knapp, Edwards, Weston, Whitham and Morrison, to name but a few, were gathered, conscious that their race was to be on BBC Sunday Grandstand. The front runners, if not looking for instant fame, were at least determined to have a television win. It was not to be.

After a restart in the 15 lap race spectators and commentators were suddenly aware of an "unknown" making remarkable progress through the field. A hurried glance at the programme was to no avail. He was a late entry and only the dedicated had written him in.

The BBC and circuit commentators had of course marked him down - Paul Brookes, but his name was virtually all they, the Press Office and nearly everyone else, knew about him.

It was the style that all noted. Smooth, relaxed and completely professional. As Brookes carved his way through the field with the precise skill and minimum of fuss, commentators became more excited but short of words as the rider slipped into first place with consummate ease.

Even then the "unknown" used his head, and having established a short lead did just enough to maintain it to win at the slowest possible speed required and also to keep the attention of the television cameras.

It was a superb display of thoughtful riding before millions of viewers and one that has been repeated by Brookes

at other circuits, but not in the Supercup. He has had some misfortune in the Shell series when, as he quaintly puts it, "I lost my brains", meaning that he was not thinking hard enough about what he was doing even when he has had plenty of time to make up ground.

But the thinking rider is a rarity these days mainly because the normal sprint type race meetings do not allow a rider time to read a race or develop his tactical skills. Brookes was made for this type of racing and given the opportunity, and the machinery, would develop rapidly and well at international level where longer races are the norm.

Who then is this rider who thinks and

performs like a seasoned professional but who has only just arrived on the national scene?

Brookes has just turned 21 years of age, he is a self-employed painter and decorator and lives at Chapeltown, Sheffield. He has a smile nearly as dazzling and broad as a piano keyboard, a short bristle type haircut and a penchant for dark glasses in vivid frames.

His accent would blunt the finest Sheffield steel, but he is as forthright in his praise of those who have helped him, such as Tony Dawson of Astralite Wheels, Mitsui Yamaha and John Noble his engine tuner, as he is modest about his own growing success.

There is no family background in racing although his parents have supported him from the outset and he graduated the normal way through mopeds to some successes in club racing culminating last year with victory in the Duckhams Oils Champion of Cadwell series. He only did seven of the 11 rounds, but won them all. In contrast to his success with the big four strokes, Brookes also won 12 races on a TZR 125 in the Ministock series.

He made it to the Cadwell Park Supercup round via a debut third place in the British Championship at Donington, and has seldom been out of the public eye since.

He has no chance of winning the Supersport 600 Championship today, but every chance of winning the race, but win or lose just watch the style. There are not enough young riders around with this style and approach to racing. If there were, perhaps we could be looking at some future world champions.

Typically Brookes does not know where his ability has come from. "No-one taught me how to ride or how to approach a race. I have always ridden the same way," he said, "although I am a firm believer in winning at the slowest speed possible."

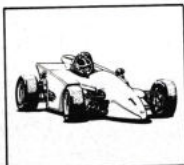
Paul (number 55) in the thick of the action at Cadwell Park last year. Photo: Keith Martin



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# SHELL OILS ACU SUPERCUP 250cc GP — FINAL ROUND

**RACE 1**  
**21 LAPS**

No.	Rider	Entrant	Home Town	cc	Machine
1	Kevin Mitchell	Danny Gallacher/B & M Motorcycles	Burton-on-Trent	250	Yamaha
2	Nigel Bosworth	Keppel Racing/SS Engineering	Nuneaton	250	Aprilia
3	Steve Hislop	Silkolene Honda UK	Denholm	250	Honda
6	Rob Orme	Clarke Racing	West Hallam	250	Yamaha
7	Mark Barker	Keppel Racing/SS Engineering	Corringham	250	Yamaha
8	Steve Patrickson	Clarke Racing/Brown Group International	Shipley	250	Yamaha
9	Ian Newton	Honda UK	Claybrow	250	Honda
10	James Hodson	Greens of Blackrod	North Ashton	250	Armstrong
11	Woolsey Coulter	Francis Neill Racing	Portadown	250	Aprilia
12	Tim Couzens		Oakham	250	Rotax
17	Conor Brennan		Brockley	250	Honda
19	Tom Hutton	Save & Prosper	Nailsea	250	Yamaha
20	Steve Sawford	St Neots M/C Co Ltd	Tempsford	250	Yamaha
21	Alan Jeffery	Brookside/Castrol	Melton	250	Yamaha
22	Rob Johnson		Staines	250	Rotax
23	Mark Linton		Cranleigh	250	Honda
24	Matt Llewellyn	Saber Office Furniture Ltd	Glenfield	250	Yamaha
26	Ian McConnachie	Clay Cross Kawasaki	Ashover	250	Yamaha
27	Graeme Mitchell	Outhwaite Bishop Racing	Preston	250	Yamaha
31	Shaun Simpson	Hillfoot Steel/Freedom Lubricants	Sheffield	250	Rotax
32	Alan Patterson		Co. Antrim	250	Yamaha
33	Jon Peerless	D. T. R. Fowler Yamaha	Horfield	250	Yamaha
36	Graham Taylor	Iain McLean Racing	Edinburgh	250	Aprilia
37	Terry Sanders		Market Rasen	250	Honda
41	Dave Wisdom	Dave Bexon Racing	Coventry	250	Rotax
42	Phil Bottomley	Weatherbar Sill's	Congleton	250	Armstrong
43	Greig Ramsay		Methven	250	Lawsons
44	Paul Lewis	Padgetts of Batley	Coventry	250	Yamaha
45	Mark Henrys	Hornets Couriers	Peckham	250	Honda
46	Martyn Jupp	Malcolm Hemming	Cannock	250	Yamaha
<b>Reserves:</b>					
54	Paul Grubb	Sierra Computer Consultants Ltd	Hayes	250	Aprilia
55	Ian Taylor		Barnsley	250	Yamaha
56	Jez Thrush		Cheadle	250	Honda
58	Barry Stanley	Adams & Teal Builders/ Douglas Skip Hire	Burton-on-Trent	250	Rotax
61	Paul Streets	Gommarshall/West One Couriers	Bromley	250	Yamaha
62	Michael Otter		Rotherham	250	Rotax

## FACT FILE

**Organised by:** ACU  
**Specification:** 250 cc, clutch start.

**Sponsored by:** Shell Oils  
**Awards:** 1st, £600; 2nd, £450; 3rd, £350; 4th, £250; 5th, £200; 6th, £160; 7th, £140; 8th, £130; 9th, £120; 10th, £100.

**Points system:** Points will be awarded to the first 10 finishers on the basis 10-9-8-7-6-5-4-3-2-1.

**Qualifying rounds:** May 14, Donington; 25 June, Cadwell Park; August 20, Thruxton; September 3, Mallory Park; September 17, Brands Hatch.

**Leaders points after 4 rounds:**

1 Steve Patrickson	33
2 Paul Lewis	30
3 Kevin Mitchell	27
4 Nigel Bosworth	19
Ian McConnachie	19
Martyn Jupp	19
7 Rob Orme	13
Woolsey Coulter	13
9 Matt Llewellyn	11
10 Ian Newton	10

**LAP RECORD:**  
Niall MacKenzie (248 Armstrong) .....49.1s.....88.24mph.....20.10.85

## 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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# SHELL OILS ACU SUPERCUP 750cc TT F1 — FINAL ROUND

**RACE 2  
21 LAPS**

No.	Rider	Entrant	Home Town	cc Machine
1	Mark Phillips	Team Loctite Yamaha	Lincoln	750 Yamaha
2	Brian Morrison	Team Silkolene Murray International Honda	Fife	750 Honda
3	Terry Rymer	Team Loctite Yamaha	London	750 Yamaha
4	Carl Fogarty	Appleby Glade	Blackburn	750 Honda
5	Trevor Nation	JPS Norton Racing	Lichfield	588 Norton
6	Steve Hislop	Silkolene Honda UK	Denholm	750 Honda
14	Steve Chambers	Leese's Haulage	Saxilby	750 Honda
15	Jim Moodie	Team Silkolene UK Ltd	Glasgow	750 Honda
17	Ray Stringer	Towcester Tuning Shop/Pro-Print	Stoke Golding	750 Yamaha
20	Steve Spray	JPS Norton Racing	Lichfield	588 Norton
25	Steve Manley	Allan Walker Racing	Clacton-on-Sea	750 Honda
29	David Griffith	Dickinson Construction	Lutterworth	750 Honda
32	Howard Selby	Greg Page/Iceni Racing	East Lothian	750 Yamaha
33	Steve Williams	Fowler M/Cs/DTR	Llantwit Major	750 Yamaha
34	Ian Simpson	Durex Suzuki	Dalbeattie	750 Suzuki
42	John Reynolds	Team Green Kawasaki	Nuthall	750 Kawasaki
43	David Crampton	Padgett's of Batley	Methley	750 Yamaha
44	Geoff Johnson	Loctite Mitsui Yamaha	Richmond	750 Yamaha
46	Alan McDonald		Dalbeattie	750 Honda
47	Charlie Corner		Norton	750 Honda
69	James Whitham	Durex Suzuki	Huddersfield	750 Suzuki
70	Eric McFarlane	Team Loctite Yamaha	Fife	750 Yamaha
71	Tim Bourne	Bromley Haulage/Southdown Plant/ Groundwork SE	Ashford	750 Honda

## Reserves:

74	Gary Thrush	Tillston M/Cs	Brompton	750 Honda
76	Gary Weston	Cat Motorcycles	Ashford	750 Yamaha
78	Colin Gable	Allan Walker Racing	Andover	750 Honda
83	Dave Redgate	Capp Walker Builders Merchant	Walderslade	750 Yamaha
85	Glen English	Aldridge Racing	Great Baddow	750 Kawasaki
92	Hugh Mason		Lewes	750 Honda

## LAP RECORD:

Terry Rymer (Loctite Yamaha) .....48.5s .....89.33mph .....24.3.89

## FACT FILE

**Organised by:** ACU  
**Specification:** 750 cc, clutch start.

**Sponsored by:** Shell Oils  
**Awards:** 1st, £600; 2nd, £450; 3rd, £350; 4th, £250; 5th, £200; 6th, £160; 7th, £140; 8th, £130; 9th, £120; 10th, £100.

**Points system:** Points will be awarded to the first 10 finishers on the basis 10-9-8-7-6-5-4-3-2-1.

**Qualifying rounds:** May 14, Donington; 25 June, Cadwell Park; August 20, Thruxton; September 3, Mallory Park; September 17, Brands Hatch.

## Leaders points after 4 rounds:

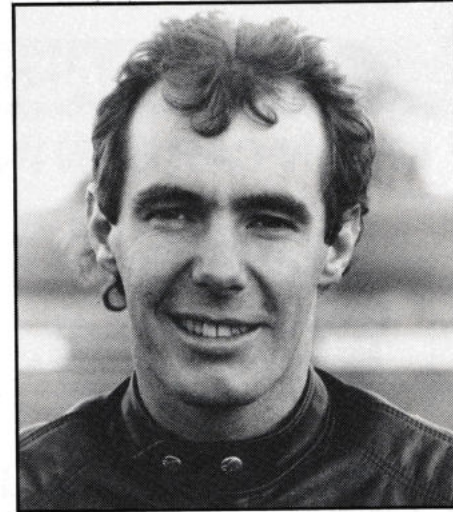
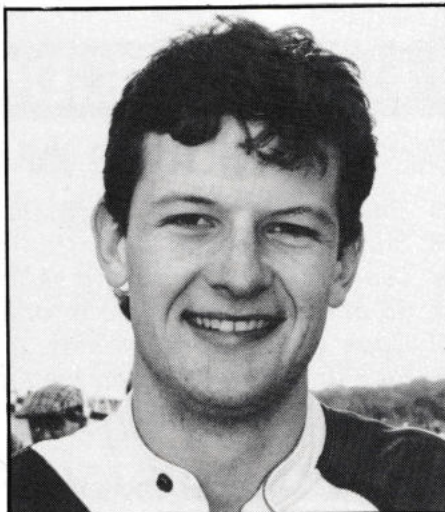
1 Steve Spray	34
2 Carl Fogarty	24
3 Brian Morrison	23
4 Roger Burnett	19
Terry Rymer	19
6 Steve Chambers	16
7 Trevor Nation	14
8 Steve Hislop	11
Ray Stringer	11
10 Mark Phillips	10

## RESULTS

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

Roger Burnett, Terry Rymer and Steve Spray.

Photos: Peter Tempest, Perry Sports



## RACE 3 21 LAPS

## SHELL OILS ACU SUPERCUP SIDECARS — FINAL ROUND



### FACT FILE

**Organised by:** ACU  
**Specification:** Sidecars, clutch start.

**Sponsored by:** Shell Oils  
**Awards:** 1st, £350; 2nd, £250; 3rd, £200; 4th, £160; 5th, £130; 6th, £110; 7th, £90; 8th, £80; 9th, £70; 10th, £60.

**Points system:** Points will be awarded to the first 10 finishers on the basis 10-9-8-7-6-5-4-3-2-1.

**Qualifying rounds:** May 14, Donington; 25 June, Cadwell Park; August 20, Thruxton; September 3, Mallory Park; September 17, Brands Hatch.

**Leaders points after 4 rounds:**

1 Webster/Hewitt	30
2 Brindley/Rose	27
3 Fisher/Crone	25
4 Howles/Pointer	22
5 Thompson/Peacock	17
6 Lawrence/Mapletoft	16
7 Wright/Marchant	15
8 Smith/Webster	14
9 Thomas/Rosinger	11
10 Gardner/Stevens	8

No.	Rider/Passenger	Entrant	Home Town	cc Machine
1	Steve Webster/Tony Hewitt	Brown Group/Krauser	York	500 Krauser/LCR
2	Gary Thomas/Tony Stevens	CDS Services	Orpington	500 IMI/LCR
3	Clive Stirrat/Simon Prior		Worthing	500 LCR
6	Mike Smith/Kevin Webster		Clifton	700 Yamaha
11	Barry Brindley/Grahame Rose	Dennis Trollope Racing	Bawtry	500 Yamaha
12	Robert Fisher/Trevor Crone	Express Tyre Service Ltd, Lockerbie	Worrington	1100 Suzuki
14	Stuart Hall/Lee Eastell		Hingham	750 Yamaha
16	Roy Lawrence/Graham Mapletoft	Kelvin Ward Terminal Transport	Newport	700 Yamaha
18	Dave Molyneux/Colin Hardman		Ballaugh	750 Yamaha
21	Eddy Wright/Ian Marchant	Daihatsu UK Ltd	Saxton	700 Yamaha
24	Paul Atkinson/Tony Atkinson	Astly Kitchen & Bedroom Centre	Knaresborough	498 Krauser
25	Mick Thompson/Ian Stapleton		Honeydon	700 Yamaha
27	Tony Baker/TBA	P. & K. M. Berwick Heating Services	Penrith	500 Krauser
28	Phil Balment/Craig Hallam	Leicester Toyota	Ratby	1220 Yamaha
<b>Reserves:</b>				
31	Ian Guy/Terry Vaughan		Greenford	750 Yamaha
33	Brian Reeves/Brian Flook	Mobike Bromley	Biddenden	700 Yamaha
34	Keith Roberts/Andy Kennett		Southall	500 Yamaha
38	Roger Body/Andy Peach	Hall Aggregates SE Ltd	Meopham	700 Yamaha
39	Vincent Butler/Shawn Buck	Curtis Transport Ltd	Brackley	700 Yamaha
42	John Cable/Tom Pettmann	London Town Despatch	Meopham	700 Yamaha
46	Steve Abbott/Shawn Smith		Riddings	500 Yamaha
47	Dave Lockyer/Rob Hitchcock		Chislehurst	750 LCR
48	Colin Nicholson/Eddie Mills		Bromley	700 RCN

#### LAP RECORD:

Steve Webster/Tony Hewitt (700 Padgetts/LRS Yamaha) .....48.3s .....89.70mph .....21.10.84

### 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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# SHELL OILS ACU SUPERCUP 600 SUPERSPORT — FINAL ROUND

**RACE 4  
21 LAPS**

No.	Rider	Entrant	Home Town	cc Machine
1	Steve Abbott	Team Silkolene Murray	Rushden	600 Honda
2	Brian Morrison	International Honda	Fife	600 Honda
3	Chris Brenneck	Webb's Holdings	Wickham	600 Yamaha
6	Steve Chambers	Leese's Haulage	Saxilby	600 Honda
8	Mike Edwards	Belstaff International	Wigan	600 Yamaha
10	Paul Booter	Durex Suzuki	Market Harborough	600 Suzuki
14	Malcolm Heath	Merlin Refrigeration/ Chell Motor Cycles	Walsall	600 Yamaha
15	Jim Moodie	Team Silkolene Honda UK	Glasgow	600 Honda
16	Brian Nicholson	Team Silkolene Honda UK	London	600 Honda
18	Mark Linscott	Team Green Kawasaki	London	600 Kawasaki
23	Rodney Knapp	Aldridge Racing	Bishop's Stortford	600 Yamaha
28	John Reynolds	Team Green Kawasaki	Nuthall	600 Kawasaki
30	Ian Simpson	Durex Suzuki	Dalbeattie	600 Suzuki
31	Ray Swann	Team Green Kawasaki	Luton	600 Kawasaki
32	Howard Selby	Greg Page/Iceni Racing	East Lothian	600 Yamaha
35	Gary Weston	Cat Motorcycles	Ashford	600 Yamaha
36	Ian Wilson	J. S. Gedge of Hastings	Greenford	600 Yamaha
38	Francis Williamson	Haslemere M/Cs/Mrs M. F. Lance	Liss	600 Yamaha
39	Steve Ives	Motor Cycle Centre, Stockport	Hyde	600 Yamaha
40	James Hodson	Greens of Blackrod	North Ashton	600 Honda
44	Geoff Johnson	Loctite Mitsui Yamaha	Richmond	600 Yamaha
47	Chris White		Cadworth	600 Yamaha
48	Eric McFarlane	Team Loctite Yamaha	Fife	600 Yamaha
49	Phil Borley	Julian Soper M/C	Southend-on-Sea	600 Honda
69	James Whitham	Durex Suzuki	Huddersfield	600 Suzuki
<b>Reserves:</b>				
73	Dean Ashton	Lynch Painting, Spalding	Hull	600 Yamaha
76	Dom Connor		Roehampton	600 Yamaha
79	David Heal		Hailsham	600 Yamaha
80	Glen English	Aldridge Racing	Great Baddow	600 Yamaha
82	Ian Cobby		Hatfield	600 Yamaha
84	Paul Brookes	Team Astralite	Chapeltown	600 Yamaha
85	Adam Lewis	Dymo Tuning Parts/ Jeremy Holman Racing	Northampton	600 Yamaha
88	Adrian Seagrave	Hunts Racing Team	Goole	600 Kawasaki
89	Mark Plato	Slipstream Motorcycles	Romford	600 Yamaha
90	Dave Barford	Solaglass	Sittingbourne	600 Yamaha
91	Jon Higgins	Team Durex	Tilgate	600 Suzuki

**LAP RECORD:**  
Rodney Knapp (600 Yamaha).....50.6s.....85.63mph.....1.5.89

## FACT FILE

**Organised by:** ACU  
**Specification:** 600 cc,  
clutch start.

**Sponsored by:** Shell Oils  
**Awards:** 1st, £350; 2nd,  
£250; 3rd, £200; 4th,  
£160; 5th, £130; 6th,  
£110; 7th, £90; 8th, £80;  
9th, £70; 10th, £60.

**Points system:** Points will  
be awarded to the first 10  
finishers on the basis 10-9-  
8-7-6-5-4-3-2-1.

**Qualifying rounds:** May  
14, Donington; 25 June,  
Cadwell Park; August 20,  
Thruxton; September 3,  
Mallory Park; September  
17, Brands Hatch.

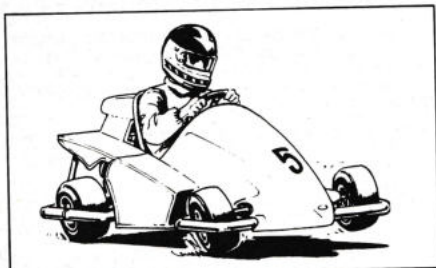
**Leaders points after 4  
rounds:**

1 Mike Edwards	29
2 Rodney Knapp	28
3 Gary Weston	17
4 Brian Morrison	16
5 Phil Borley	15
Howard Selby	15
7 John Reynolds	14
8 Paul Brookes	10
9 Ray Swann	9

## 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 5 21 LAPS

### FACT FILE

**Organised by:** ACU  
**Specification:** 750 cc,  
clutch start.

**Sponsored by:** Shell Oils  
**Awards:** 1st, £350; 2nd,  
£250; 3rd, £200; 4th,  
£160; 5th, £130; 6th,  
£110; 7th, £90; 8th, £80;  
9th, £70; 10th, £60.

**Points system:** Points will  
be awarded to the first 10  
finishers on the basis 10-9-  
8-7-6-5-4-3-2-1.

**Qualifying rounds:** May  
14, Donington; 25 June,  
Cadwell Park; August 20,  
Thruxton; September 3,  
Mallory Park; September  
17, Brands Hatch.

**Leaders points after 4  
rounds:**

1 Brian Morrison	33
2 Steve Chambers	27
3 Roger Burnett	24
4 Ray Stringer	21
5 Carl Fogarty	18
Terry Rymer	18
7 Mark Phillips	16
8 Steve Hislop	12
9 David Griffith	8
10 Charlie Corner	7

## SHELL OILS ACU SUPERCUP SUPERBIKE — FINAL ROUND



No.	Rider	Entrant	Home Town	cc Machine
1	Mark Phillips	Team Loctite Yamaha	Lincoln	750 Yamaha
2	Brian Morrison	Team Silkolene Murray International Honda	Fife	750 Honda
3	Terry Rymer	Team Loctite Yamaha	London	750 Yamaha
4	Carl Fogarty	Appleby Glade	Blackburn	750 Honda
6	Steve Hislop	Silkolene Honda UK	Denholm	750 Honda
14	Steve Chambers	Leese's Haulage	Saxilby	750 Honda
15	Jim Moodie	Team Silkolene UK Ltd	Glasgow	750 Honda
17	Ray Stringer	Towcester Tuning Shop	Stoke Golding	750 Yamaha
25	Steve Manley	Allan Walker Racing	Clacton-on-Sea	750 Honda
29	David Griffith	Dickinson Construction Co	Lutterworth	750 Honda
32	Howard Selby	Greg Page/Iceni Racing	East Lothian	750 Yamaha
33	Steve Williams	Fowler M/Cs/DTR	Llantwit Major	750 Yamaha
37	Ray Swann	Team Green Kawasaki	Luton	750 Kawasaki
43	David Crampton	Padgetts of Batley	Methley	750 Yamaha
44	Geoff Johnson	Loctite Mitsui Yamaha	Richmond	750 Yamaha
46	Alan McDonald		Dalbeattie	750 Honda
47	Charlie Corner		Norton	750 Honda
70	Eric McFarlane	Team Loctite Yamaha	Fife	750 Yamaha
71	Tim Bourne	Bromley Haulage/Southdown Plant/ Groundwork SE	Ashford	750 Honda
74	Gary Thrush	Tillston M/Cs	Brompton	750 Honda
76	Gary Weston	Cat M/Cs	Ashford	750 Yamaha
77	Colin Gable	Allan Walker Racing	Andover	750 Honda
78	Simon Watson	Searings M/Cs Ltd	Saffron Walden	750 Yamaha
<b>Reserves:</b>				
83	Dave Redgate	Capp Walker Builders Merchant	Walderslade	750 Yamaha
92	Hugh Mason		Lewes	750 Honda

**LAP RECORD:**  
Terry Rymer (Loctite Yamaha) ..... 48.5s ..... 89.33mph ..... 24.3.89

### 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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# SHELL OILS ACU SUPERCUP 125cc GP — FINAL ROUND

**RACE 6**  
**21 LAPS**

No.	Rider	Entrant	Home Town	cc	Machine
2	Alex Bedford	7-UP EMC	Tutbury	125	7-UP EMC
3	Robin Appleyard	National Breakdown Recovery Club	Silsden	125	Honda
6	Rob Orme	Clarke Racing	West Hallam	125	Honda
8	Steve Patrickson	Clarke Racing/Brown Group Int.	Shipley	125	Honda
9	Ian Newton	Honda UK	Claybrow	125	Honda
10	Dave Brown		Norden	125	Honda
15	Martin Cox		Dersingham	125	Honda
16	Frank Duffy	British Benzol	Greenford	125	Honda
18	Mark Harrison	Technicon Ltd (M.A.P. Distribution)	Northwich	125	Honda
19	Graham Holland	Avon Construction	Pamber Heath	125	Honda
20	Steve Sawford	St Neots M/C Co Ltd	Tempsford	125	Honda
24	Ian Lougher		Bonvilston	125	Honda
25	Dave Marston	MGB Racing	Blackfordby	125	Honda
26	Darren Martin		Leicester	125	Honda
27	Steve Mason		Kniveton	125	Honda
28	Kevin Mawdsley		Blackpool	125	Honda
32	Alan Patterson		Co. Antrim	125	Honda
33	Julian Perry		Hinckley	125	Honda
35	Mark Taylor		Eynsham	125	Honda
39	Roger Lee	The Software Construction Co Ltd	Harlow	125	Honda
40	Stuart Nicholls		Boston	125	Honda
44	David Lemon		Ballywalter	125	Honda
45	Graham Harknett	Spur Petroleum London Ltd	Cheshunt	125	Honda
<b>Reserves:</b>					
51	Simon Vanderplank	Roger Barrett M/Cs	Romsey	125	Honda
56	Dave Moffitt		Douglas	125	Honda
58	Ray McCombe		Larne	125	Honda
59	Paul Streets	Gommarshall/West One Couriers	Bromley	125	Honda
60	John Ansell		Stonesfield	125	Honda

**LAP RECORD:**  
Steve Patrickson (125 Honda) ..... 52.0s ..... 83.33mph ..... 1.5.89

## FACT FILE

**Organised by:** ACU  
**Specification:** 125 cc, clutch start.

**Sponsored by:** Shell Oils  
**Awards:** 1st, £250; 2nd, £160; 3rd, £130; 4th, £110; 5th, £90; 6th, £75; 7th, £60; 8th, £50; 9th, £40; 10th, £35.

**Points system:** Points will be awarded to the first 10 finishers on the basis 10-9-8-7-6-5-4-3-2-1.

**Qualifying rounds:** May 14, Donington; 25 June, Cadwell Park; August 20, Thruxton; September 3, Mallory Park; September 17, Brands Hatch.

**Leaders points after 4 rounds:**

1 Rob Orme	37
2 Steve Patrickson	36
3 Ian Newton	21
4 Julian Perry	18
5 Dave Lemon	17
Alex Bedford	17
7 Steve Lawton	11
8 Steve Sawford	9
9 Kevin Mawdsley	8

## RESULTS

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

# SHELL OILS SUPERCUP SUPER DRAW

**DON'T FORGET...** the fabulous Mitsui Yamaha TZR 250, first prize in the Shell Oils Supercup draw, is still up for grabs along with some fantastic runner-up prizes of three Bieffe Kei Bi8 helmets and His 'n' Hers leathers from Hindsight.

All you need for a chance to get your hands on any of these goodies is to have four of the special coupons printed in the programmes from any four of the five Supercup rounds.

Four rounds, Donington, Cadwell, Thruxton and Mallory, have already gone, so you only need coupons from these meetings to go into the big draw. If you have missed

one of these meetings don't worry. You can collect your fourth voucher from your programme today.

### WHERE TO SEND YOUR COUPONS:

Send your four vouchers to: Motor Cycle News, PO Box 11, Huxloe Place, High St, Kettering, Northants, NN16 8SS. PLEASE MARK YOUR ENVELOPES "SHELL SUPERCUP". DO NOT FORGET TO ENCLOSE YOUR NAME AND ADDRESS AND TELEPHONE NUMBER IF AVAILABLE.

The world beating TZR 250 was the first production 250 to lap the Isle of Man TT Course at over 100mph in the hands of MCN's Mat Oxley. Normally it would cost over

£3,000 to put on the road...you could be the lucky one to draw it out of the hat.

Bieffe Kei Bi8 helmets are worn by many of the world's top riders and are designed to give maximum protection and comfort.

His 'n' Hers leathers are manufactured by the new British firm Hindsight and are tailored to suit riders and their machines. REMEMBER... you must have the programme vouchers from any four of the five Shell Oils Supercup rounds (four vouchers in all) to get into the hat for this outstanding draw.

**THE LUCKY WINNERS.** These will be announced at

the Star Grand Finale Road Races at Donington Park on October 29th. If you cannot make this meeting don't worry. If you are a winner you will be informed.

Once again Good Luck to you all.

**Shell Oils**  
**ACU Supercup**

**Round 5**  
**17th September,**  
**Brands Hatch**

**No photocopies acceptable**

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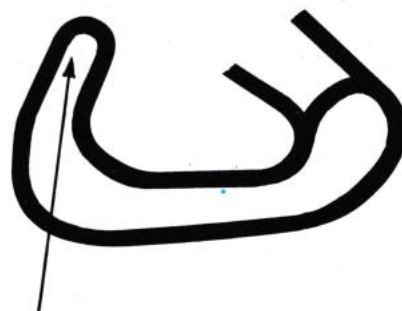
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# Brands Hatch Indy Circuit

1 lap — 1.2036 miles (1.93 kilometres)

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● MEDICAL CENTRE

CAR PARK

Brands Hatch 1989

Driver	Time
Steve Webster/Tony Hewitt (700cc Padgett's LCR Yamaha)	48.3s
Wayne Rainey (750 Honda) — Solo Record	48.7s

Speed	Time
89.70mph	21.10.87
88.97mph	17.4.87

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

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

The above is situated at the rear of the main grandstand building and is signposted 'Police Enquiries'. All enquiries relating to property lost or found, children lost or found wandering, theft from cars or other signs of tampering, emergency messages for spectators and any other serious problems relating to persons or property should be directed to this office. **This applies only to major meetings.**

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

**Brands Hatch Speed Table**  
1 Lap = 1.2036 Miles

Time	Speed	Time	Speed	Time	Speed	Time	Speed	Time	Speed	Time	Speed	Time	Speed	Time	Speed	Time	Speed	Time	Speed	Time	Speed
35.0	123.80	38.4	112.84	41.8	103.66	45.2	95.86	48.6	89.16	52.0	83.33	55.4	78.21	58.8	73.69	62.2	69.77	65.4	66.25	68.7	63.07
35.1	123.45	38.5	112.54	41.9	103.41	45.3	95.55	48.7	88.97	52.1	83.17	55.5	78.07	58.9	73.56	62.3	69.66	65.5	66.15	68.8	62.98
35.2	123.10	38.6	112.24	42.0	103.17	45.4	95.24	48.8	88.79	52.2	83.01	55.6	77.93	59.0	73.45	62.4	69.55	65.6	66.05	68.9	62.89
35.3	122.75	38.7	111.96	42.1	102.92	45.5	95.03	48.9	88.61	52.3	82.85	55.7	77.79	59.1	73.32	62.4	69.44	65.7	65.95	69.0	62.80
35.4	122.40	38.8	111.67	42.2	102.68	45.6	95.02	49.0	88.43	52.4	82.69	55.8	77.65	59.2	73.19	62.5	69.33	65.8	65.85	69.1	62.71
35.5	122.10	38.9	111.39	42.3	102.43	45.7	94.81	49.1	88.25	52.5	82.53	55.9	77.51	59.3	73.07	62.6	69.22	65.9	65.75	69.2	62.62
35.6	121.71	39.0	111.10	42.4	102.19	45.8	94.61	49.2	88.07	52.6	82.38	56.0	77.37	59.4	72.95	62.7	69.11	66.0	65.65	69.3	62.52
35.7	121.37	39.1	110.82	42.5	101.95	45.9	94.40	49.3	87.89	52.7	82.22	56.1	77.24	59.5	72.82	62.8	69.00	66.1	65.55	69.4	62.43
35.8	121.03	39.2	110.53	42.6	101.71	46.0	94.19	49.4	87.71	52.8	82.06	56.2	77.10	59.6	72.70	62.9	68.89	66.2	65.45	69.5	62.34
35.9	120.70	39.3	110.25	42.7	101.47	46.1	93.99	49.5	87.53	52.9	81.91	56.3	76.96	59.7	72.58	63.0	68.78	66.3	65.35	69.6	62.26
36.0	120.36	39.4	109.97	42.8	101.24	46.2	93.79	49.6	87.36	53.0	81.75	56.4	76.83	59.8	72.46	63.1	68.67	66.4	65.25	69.7	62.17
36.1	120.03	39.5	109.70	42.9	101.00	46.3	93.58	49.7	87.18	53.1	81.60	56.5	76.69	59.9	72.34	63.2	68.56	66.5	65.16	69.8	62.08
36.2	119.70	39.6	109.42	43.0	100.77	46.4	93.38	49.8	87.01	53.2	81.45	56.6	76.52	60.0	72.22	63.3	68.45	66.6	65.06	69.9	61.99
36.3	119.37	39.7	109.14	43.1	100.53	46.5	93.18	49.9	86.83	53.3	81.30	56.7	76.38	60.1	72.10	63.4	68.34	66.7	64.96	70.0	61.90
36.4	119.04	39.8	109.09	43.2	100.30	46.6	92.98	50.0	86.66	53.4	81.14	56.8	76.24	60.2	71.98	63.5	68.24	66.8	64.86	70.1	61.81
36.5	118.71	39.9	108.80	43.3	100.07	46.7	92.78	50.1	86.49	53.5	80.99	56.9	76.10	60.3	71.86	63.6	68.13	66.9	64.77	70.2	61.72
36.6	118.37	40.0	108.32	43.4	99.84	46.8	92.58	50.2	86.31	53.6	80.84	57.0	76.02	60.4	71.74	63.7	68.02	67.0	64.67	70.3	61.64
36.7	118.06	40.1	108.05	43.5	99.61	46.9	92.39	50.3	86.14	53.7	80.69	57.1	75.88	60.5	71.62	63.8	67.91	67.1	64.57	70.4	61.55
36.8	117.74	40.2	107.79	43.6	99.38	47.0	92.19	50.4	85.97	53.8	80.54	57.2	75.75	60.6	71.50	63.9	67.81	67.2	64.48	70.5	61.46
36.9	117.42	40.3	107.52	43.7	99.15	47.1	91.99	50.5	85.80	53.9	80.39	57.3	75.62	60.7	71.38	64.0	67.70	67.3	64.38	70.6	61.37
37.0	117.11	40.4	107.25	43.8	98.93	47.2	91.80	50.6	85.63	54.0	80.24	57.4	75.49	60.8	71.27	64.1	67.60	67.4	64.29	70.7	61.29
37.1	116.80	40.5	106.99	43.9	98.70	47.3	91.61	50.7	85.46	54.1	80.09	57.5	75.36	60.9	71.15	64.2	67.49	67.5	64.19	70.8	61.20
37.2	116.48	40.6	106.72	44.0	98.48	47.4	91.41	50.8	85.29	54.2	79.94	57.6	75.22	61.0	71.03	64.3	67.39	67.6	64.10	70.9	61.11
37.3	116.17	40.7	106.46	44.1	98.25	47.5	91.22	50.9	85.13	54.3	79.80	57.7	75.09	61.1	70.92	64.4	67.28	67.7	64.01	71.0	61.03
37.4	115.85	40.8	106.20	44.2	98.03	47.6	91.03	51.0	84.96	54.4	79.65	57.8	74.96	61.2	70.80	64.5	67.18	67.8	63.91	71.1	60.94
37.5	115.54	40.9	105.94	44.3	97.81	47.7	90.84	51.1	84.79	54.5	79.50	57.9	74.84	61.3	70.68	64.6	67.07	67.9	63.81	71.2	60.86
37.6	115.24	41.0	105.68	44.4	97.59	47.8	90.65	51.2	84.63	54.6	79.35	58.0	74.74	61.4	70.57	64.7	66.97	68.0	63.72	71.3	60.77
37.7	114.93	41.1	105.42	44.5	97.37	47.9	90.45	51.3	84.46	54.7	79.21	58.1	74.58	61.5	70.45	64.8	66.87	68.1	63.63	71.4	60.69
37.8	114.66	41.2	105.17	44.6	97.15	48.0	90.27	51.4	84.30	54.8	79.07	58.2	74.45	61.6	70.34	64.9	66.76	68.2	63.53	71.5	60.60
37.9	114.34	41.3	104.91	44.7	96.93	48.1	90.08	51.5	84.14	54.9	78.92	58.3	74.32	61.7	70.23	65.0	66.66	68.3	63.44	71.6	60.52
38.0	114.03	41.4	104.66	44.8	96.72	48.2	89.90	51.6	83.97	55.0	78.78	58.4	74.19	61.8	70.11	65.1	66.56	68.4	63.35	71.7	60.43
38.1	113.73	41.5	104.41	44.9	96.50	48.3	89.71	51.7	83.81	55.1	78.64	58.5	74.07	61.9	70.00	65.2	66.46	68.5	63.25	71.8	60.35
38.2	113.43	41.6	104.16	45.0	96.29	48.4	89.52	51.8	83.65	55.2	78.50	58.6	73.94	62.0	69.89	65.3	66.35	68.6	63.16	71.9	60.26
38.3	113.13	41.7	103.91	45.1	96.07	48.5	89.34	51.9	83.49	55.3	78.35	58.7	73.82								

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

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

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

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

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

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

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

**White:** Ambulance or course car on circuit.

**Yellow with black cross:** Denotes start of last lap.

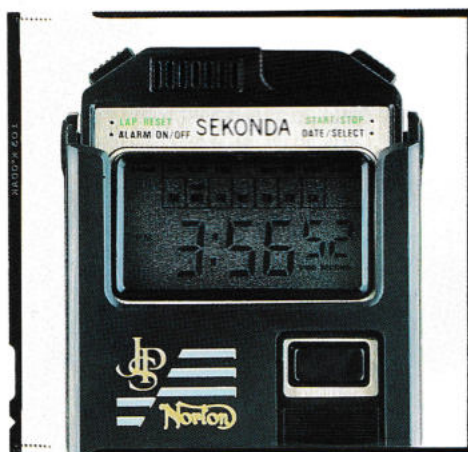
**Black/white chequered:** Denotes finish of race, usually waved at the winner and held motionless until every other rider has passed.

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

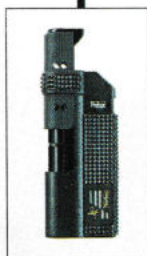
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**SE Steward:**  
Reg Read  
**Club Stewards:**  
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Gordon Cobbold  
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Terry Mount  
**Clerk of the Course:**  
Terry Mount  
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1



2



3



4



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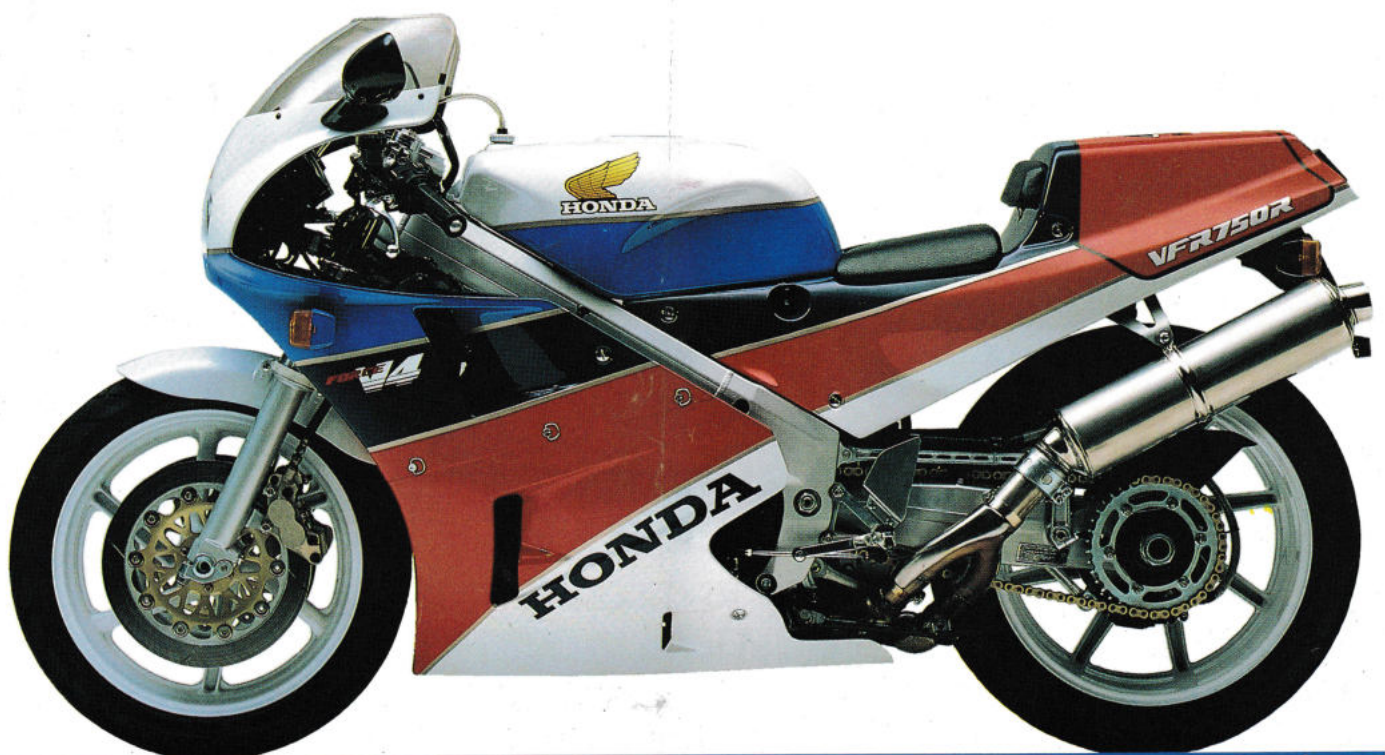
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