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OCTOBER 19-20
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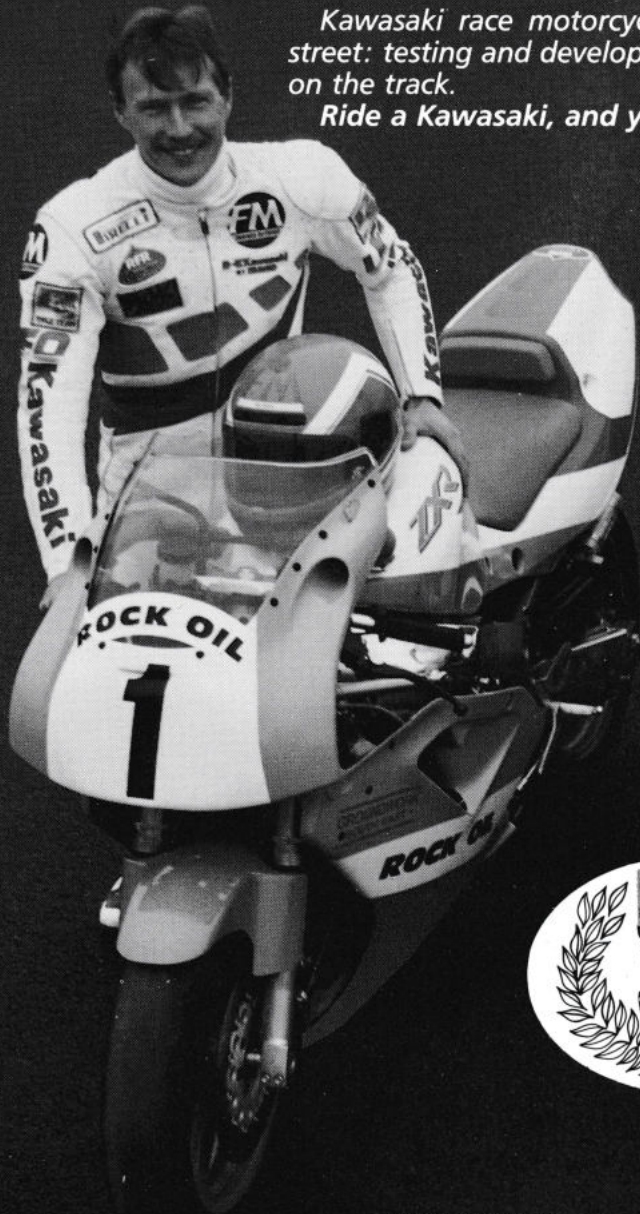
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TIMETABLE

Saturday, 19th October, 1991

PRACTICE:		
125 GP	09.00-09.15	Untimed
250 GP	09.25-09.40	Untimed
MCN TT Superbike	09.50-10.05	Untimed
Sound of Singles	10.10-10.25	Untimed
125 GP	10.35-10.50	Timed
Central Despatch Sidecar	11.00-11.15	Untimed
250 GP	11.25-11.40	Timed
MCN TT Superbike	11.50-12.05	Timed
600cc	12.15-12.30	Untimed
LUNCH 12.30-13.45		
Powerbike	13.45-14.00	Timed
Open Sidecars	14.10-14.25	Untimed
Classic	14.35-14.50	Untimed
Supersport 600cc	15.00-15.15	Timed
Central Despatch Sidecars	15.25-15.40	Timed
Open Sidecars	15.50-16.05	Timed
RACING 16.15:		
Race 1	12 Laps	Sound of Singles
Race 2	12 Laps	Classic

Sunday, 20th October, 1991

PRACTICE:		
Superteen	09.30-09.50	Timed
125 GP	09.55-10.05	Untimed
MCN TT Superbike	10.15-10.25	Untimed
Supersport 600cc	10.35-10.45	Untimed
Central Despatch Sidecars	10.55-11.05	Untimed
Powerbike	11.15-11.25	Untimed
Open Sidecars	11.35-11.45	Untimed
250 GP	11.55-12.05	Untimed
RACING 12.15:		
Race 3	15 Laps	MCN TT Superbike (1st Leg)
Race 4	12 Laps	Supersport 600cc
LUNCH 13.00-14.00		
Race 5	12 Laps	125 GP
Race 6	15 Laps	MCN TT Superbike (2nd Leg)
Race 7	12 Laps	Central Despatch Sidecars
Race 8	12 Laps	250 GP
Race 9	12 Laps	Superteen
Race 10	20 Laps	Powerbike International
Race 11	12 Laps	Open Sidecars

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Whitham and McElnea set for Superbike showdown

THE FINAL BATTLE for the MCN TT Superbike Challenge title will be fought out this weekend between Suzuki's Jim Whitham and Rob McElnea on the Loctite Yamaha.

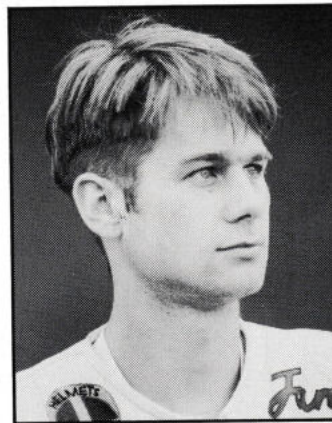
Whitham increased his series lead to eleven points over McElnea with two second places at Knockhill last Sunday. Big Mac was not on top form after an outing to Kirkistown, Ulster, on Saturday where he won one race, came second in another and then crashed.

He will probably have to win both races if he is to add

the Challenge to his 750 British Championship and that will not be easy.

Kawasaki's John Reynolds produced a dazzling display to win both Superbike races in Scotland, while Ron Haslam on the JPS Norton suffered through wrong tyre choice. But these two will be battling for third place in the series.

Whitham said: "I am well pleased but cannot take anything for granted. Mac is brilliant around the Indy circuit and I just have to try and stay in front of him."



Championship contenders James Whitham and Rob McElnea both looking towards the same goal...



Photo (left) by: Seamus Masters

New sidecar debut GP plans for Rymer

THE FIRST SIDECAR outfit to be powered by a factory race-tuned Norton engine makes its major race debut at Brands this weekend.

Evergreen veteran Gary Golder - now 53 years of age and with a racing licence for 33 consecutive years - is the driver behind the all-British venture, which is completed by a Terry Windle carbon fibre chassis similar to the one used by Peter Rust and Tony Hewitt in an earlier fated attempt to use Norton rotary power in sidecar racing.

"The big difference is that the engine is full works spec similar to the one being raced by Ron Haslam and gives between 140 and 145bhp," said the Swanscombe, driver. "It is the only engine of its kind in private hands."

Golder explained there was no suggestion of any back door activity. "I simply went and saw Norton's managing director and ordered one," he said. "I had to wait to get it and it cost me a lot of money but I have been working on the idea of racing an all British machine for some time and I

reckon we have got as near to that as possible."

Peter Carter has come out of semi-retirement to do the passengering while Ray Wilson is back as mechanic to complete the team. "We are all Norton fanatics and members of the Owners Club so there is bags of enthusiasm to make the project succeed," added Gary.

The machine, which is still painted in its true colours of black, blue and silver, has been run in a couple of club meetings and Golder is still working to overcome the carburation and throttle teething problems. Help is coming from Brian Crighton, builder of the original Norton rotary who now runs his own Roton machines, and there is also backing from Mobike of Bromley boss Steve Williams and support from Duckams' Ron Carnell.

Golder admits that the Norton Windle is a far cry from the F2 outfits he has raced during recent seasons and adds that it is the first time he has ever raced a 'worm' style machine.

TERRY RYMER WAS hoping to have had the chance to race a Team Mobil 1 Sonauto 500cc Grand Prix Yamaha in a non-title international run on the new Catalunya circuit near Barcelona last Sunday. But it seemed that because he had more personal sponsorship cash available the ride went to 23-year-old Canadian Miguel Duhamel instead.

Just the same, Terry is pressing on with his own plans to get into the GPs.

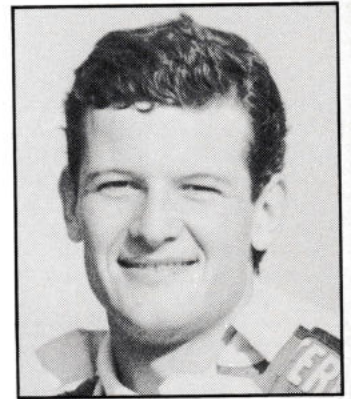


Photo by: Kerry Dunlop

NEWSBITES

● NEW ZEALANDER SIMON CRAFER makes his first visit to Brands Hatch after grabbing a third place during his European debut at Kirkistown last Saturday.

The 22-year-old from Auckland has borrowed a Ron Grant Honda for the two meetings that he is including in a holiday trip to Britain.

Crafer, who races mostly in New Zealand and Malaysia, was persuaded to give British racing a try by Northwich rider Tim Poole, and is now planning to return next season.

● CARL FOGARTY CRASHED and broke an ankle while leading the Sunflower Trophy race at Kirkistown. McElnea took over but also crashed leaving Brian Morrison on the Drambuie Yamaha to seize victory ahead of Eddie Laycock and Dave Leach.

● THE SIDECAR MEN come to Brands Hatch plump with their

rich pickings in Ulster where they dominated racing. In the first race it was Barry Brindley, Steve Abbott, Derek Brindley and Darren Dixon. The second read: Abbott, Derek Brindley, Barry Brindley and Dixon. Let's see how they go this Sunday.

● THE OVERALL 1991 Champion of Brands motorcycle champion for the second year running is James Bunton, riding a 750cc Yamaha.

The Formula B Edenbridge rider clinched the prestigious title by just three points from Formula A champion Mark Whiting from Ashford. Taking third overall on his 250cc Yamaha was Connor Brennan from Brockley in London, followed by Jason Sear fourth and Nigel Froud fifth.

Sidecar honours went to the Anglo-Welsh pairing of Bryan Aslett from Weybridge and Stuart Coe from Wales, driving their 1100cc Asco Suzuki. Second was Kevin Cable and third Jeff Loveland.



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Judging will be by a panel comprising representatives of Kodak, Brands Hatch and an independent motorsports photographer. The winning entry will be the photograph which best depicts the excitement of motor sport.

Send your entries to: Kodak Photographic Competition, Brands Hatch Press Office, Brands Hatch Circuit, Fawkham, Dartford, Kent. DA3 8NG, to reach us no later than 13th July 1992.



Competition Rules:

- 1) The competition is only open to bona fide amateur photographers, and all entries must be taken from public areas at Brands Hatch, Cadwell Park, Oulton Park or Snetterton.
- 2) The winning picture(s) will be those considered by the judges to be most suitable for publication as front covers of race-day programmes. There is no cash alternative to the stated prize of publication of winning picture and a day at a circuit with a motorsports photographer.
- 3) Contestants may enter as many times as they wish, but each entry should have the photographer's name and address on it, and the date it was taken. Prints cannot be returned, but slides will be if a stamped addressed envelope is provided.
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Double trouble!

COMPETING IN THIS weekend's Powerbike meeting are identical twins Ian and Andy Green, who have been racing their 750cc Honda RC30s in the Shell Supercup and the MCN TT Superbike Challenge in preparation for a full assault in European Endurance racing in 1992.

The brothers, aged 30, have been endurance racing over the past 3 years, their best result of sixth place coming in a six hour race in Austria. The pair, who are backed by the London and South East-based Delta Despatch courier company, have raced in all

the classic European endurance races such as the Bol d'Or and Le Mans, in addition to an outing at Suzuka in Japan.

This year the two despatch riders stayed in the UK to race in both endurance events and the Superbike and Shell Supercup championships, before their move into full championship endurance racing next year. At the wet Brands Hatch Supercup round in June Andy and Ian finished 11th and 12th respectively, so give them an extra cheer as they tackle Brands Hatch once again in the MCN TT Superbike Challenge.

Double quick despatch riders Ian and Andy Green.

Photo by: Paulo Arauso



Sidecars to Brazil

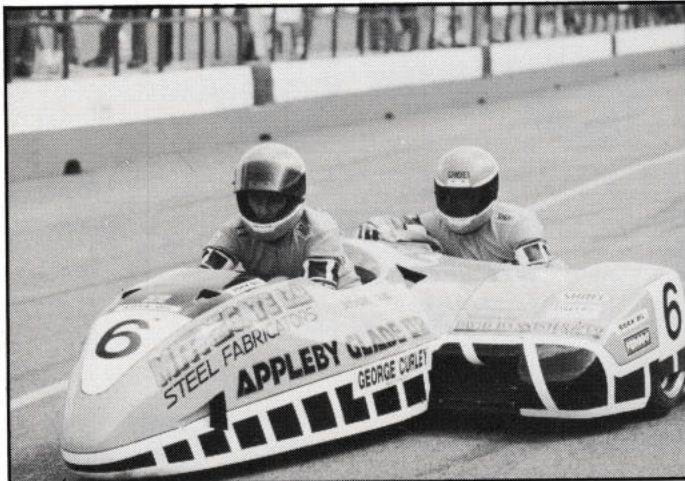
A STRONG CONTINGENT of British sidecar crews will be heading for the Brazilian sun in December to take on other European world championship contending teams in a special support race at Sao Paulo during an F3000 car event.

Steve Webster, Steve Abbott and Barry Brindley are definites while Darren Dixon is still undecided.

On his return champion Webster will start work on his 1992 outfit that he says 'will feature new ideas'.

Steve Abbott and passenger Shaun Smith are amongst a strong line up of British sidecar crews to race at Sao Paulo in December.

Photo by: Kerry Dunlop



Farmer hopes for Roton result



Mark Farmer, riding the Norton Roton this weekend, will be hoping to improve on his result from Mallory Park on the same machine.

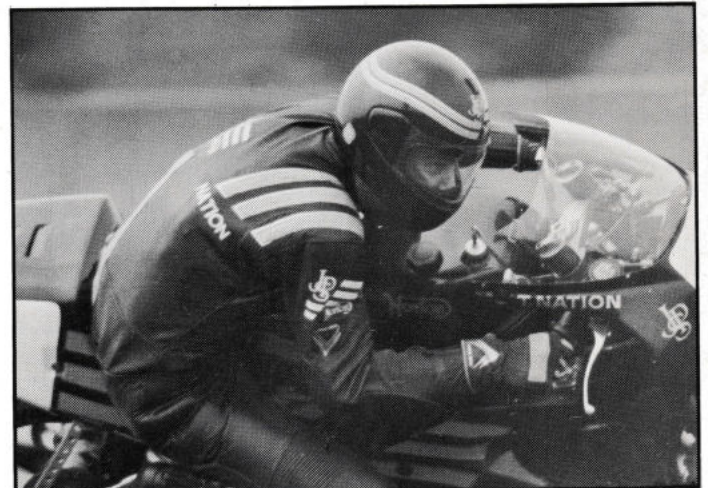
Photo by: Dave Burr

CRAWLEY-BASED ULSTERMAN Mark Farmer will be piloting Brian Crighton's Norton Roton at Brands Hatch this weekend.

If weather conditions permit, and the machine is mechanically sound, Farmer could cause the monoshock brigade some embarrassment. Farmer's first Roton outing at

Mallory Park last month saw him finish ninth after a skyward start which lost him position. At Darley Moor two weeks ago, with start problem obviously resolved, Farmer moved up into second place before retiring with a gearbox problem.

'Trev the rev'



Trevor Nation was the star of the show when he performed an 145mph wheelie at the Brighton Speed Trials.

JPS NORTON'S TREVOR NATION was the star of the show at the recent Brighton Speed Trials, breaking his own year-old winning time over the half-mile straight by half a second to trip the lights at 164mph.

Clocking a standing start time of 16.2 seconds, Nation took the 588 rotary-engined Norton to first place in the motor cycle class and seventh

overall in a field that included special sprint cars.

A 145mph start to finish first run wheelie made sure the crowd were right behind the Leicestershire-based big man from the West Country for the rest of the day.

One modification from last year's attempt was the slogan 'Trev the rev' on his rear tyre in place of last year's 'I love Brighton'.

The Sound of Singles



Vernon Glashier on his 496 Matchless in a classic encounter at Brands Hatch. Photo by: Barrie and Mary Lynn

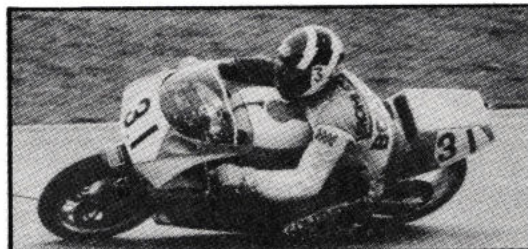
THE HTH SOUND of Singles Championship is the peak of one of racing's fastest growing classes. The formula is simplicity itself- one cylinder in any chassis you care to use, with no capacity limit.

The result is close racing, with established stars like Robin Milton, Dave Pither and Asa Moyce taking on the rising chargers like Paul Harrison,

John Laker and Wayne Lamb. Lamb on the Kawasaki motocrosser has put in some sensational rides in the last season that two-strokes are allowed in the championship. But with double points and extra prize money for the finale, nobody starts today's race as firm favourite - they are all going to have to work hard for their money.

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The power and the glory

The big boys are out in force again this weekend for the championship-deciding finale to the MCN TT Superbike Championship.

Photo by: Steve Chubb

ALTHOUGH IT IS TRADITIONALLY the last major road race meeting of the season, the two day Brands Hatch Powerbike International succeeds in producing bigger grids and generates more excitement than most other events throughout the year.

Perhaps it is because the Powerbike is the last of the big ones that riders and fans alike are determined to make the most of it before winter closes in, and this weekend promises to be no exception.

There will be big bike action with riders battling it out for honours in the Motor Cycle News TT Superbike Challenge, and the finest sidecar field of the year producing its own special brand of thrills with Steve Webster making his first home appearance since winning his fourth world championship.

And all the action will be packed into the exhilarating 1.2 mile Indy circuit which is guaranteed to keep spectators on their toes. Enjoy it to the full.

Supremacy

If all goes to plan Jim Whitham and Rob McElnea should be fighting it out to the last lap to see who is going to be the MCN Superbike champion. Up to a week ago their battle for supremacy could not have been closer with Huddersfield's Whitham and his Heron Suzuki sitting only two points ahead of Big Mac and the Loctite Yamaha.

Until recently burly Humberider McElnea was the undisputed 'King' of the big bikes. He won the British 750cc championship with comparative ease and

looked well on the way to completing the 'double'. Not so long ago he had a comfortable 11 points margin in the Challenge but it was not big enough to



Rob McElnea.

deter young Whitham, who has been riding like a man inspired for the latter part of the season.

It was apparent to all that Whitham

had taken on a new lease of life when he rejoined friend and mentor Mick Grant at the start of the season after an unsuccessful spell with Honda Britain. But it took a little time before he had recovered all his former track skills and aggression.

It was only then that he openly threw down the gauntlet to McElnea with a 'beat me if you can' attitude. Since then the 25-year-old has been a revelation, scoring wins, picking up titles and making inroads into McElnea's number one spot.

Penultimate

The penultimate round was at Knockhill, Scotland, last weekend, and neither will hold anything back as they go flat out in search of a crown or revenge.

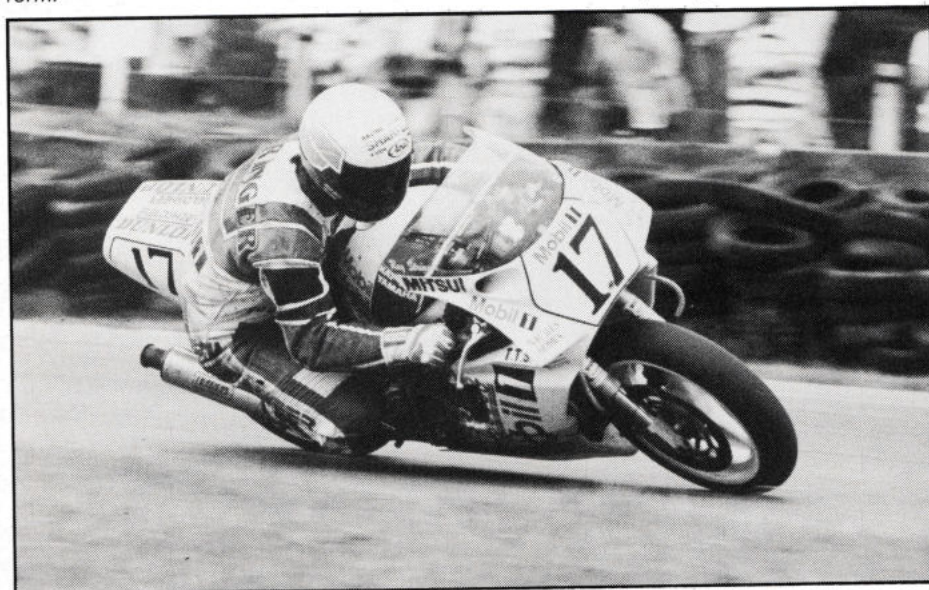
One other thing is for sure - there is going to be a hell of a battle for third place in the Challenge, the best placing either Ron Haslam or John Reynolds can seriously hope for.

Reynolds, from Nottingham, has been the model of consistency on the Team Green Kawasaki with near-to-the-top leader board positions. Yet from time-to-time he has produced a dazzling win which has shown the fans his real potential.

Rocket Ron on the other hand has had to fight hard all season, gradually battling his way up the points table and recording better placings as he fought to come to



Jamie Whitham (above) has enjoyed a tremendous season, and is challenging for the MCN TT Superbike title, whilst Ray Stringer on the Mobil 1 Yamaha will be trying to re-capture his early form.
 Photos by: Gary Parsons, Steve Chubb



Hero Ron Haslam is aiming for third in the end-of-season results, which is the best possible placing he could make now - his main rival for this position being John Reynolds.
 Photo by: Mike Capps/Kappa Photography

terms with the very fast but often ill-handling rotary engined Norton. His electrifying rides through the pack after a poor start have become a feature of racing this season and thrilled many spectators and armchair television viewers with his superb riding skills.

After two recent third places in the world superbike championship which keeps him sixth in the series, Terry Rymer is back in action at Brands.

Underrated

A vastly underrated rider, despite his achievements - he should have been given a 500 GP chance some time ago - the 24-year-old from Barnehurst, Kent, will be out today to support team-mate McElnea but will also go out to win if he can beat Whitham to the line.

All these riders will be out three times - twice for the challenge and again in the showpiece of the day, the Powerbike



International itself. Joining the fray will be other top men including Ray Stringer on the Mobil 1 Yamaha, Mark Farmer giving the Roton another outing, Trevor Nation the defending champion on the second Norton and Yamaha's Matt Llewellyn.

As ever the 125cc class is bubbling over with talent and it is reflected on the track when the little 'uns get down to serious business. Rob Orme, from Derby, heads the buzzing pack on the Mobil 1 Honda, followed by Chesterfield's Ian McConnachie and Steve Patrickson from Shipley.

Seventeen-year-old James Haydon, from Amersham, is a name to keep in mind for the future. Although he is riding in the Superteen championship he is also holding his own in the 125 GP class and the Supersports 400.

Competitive

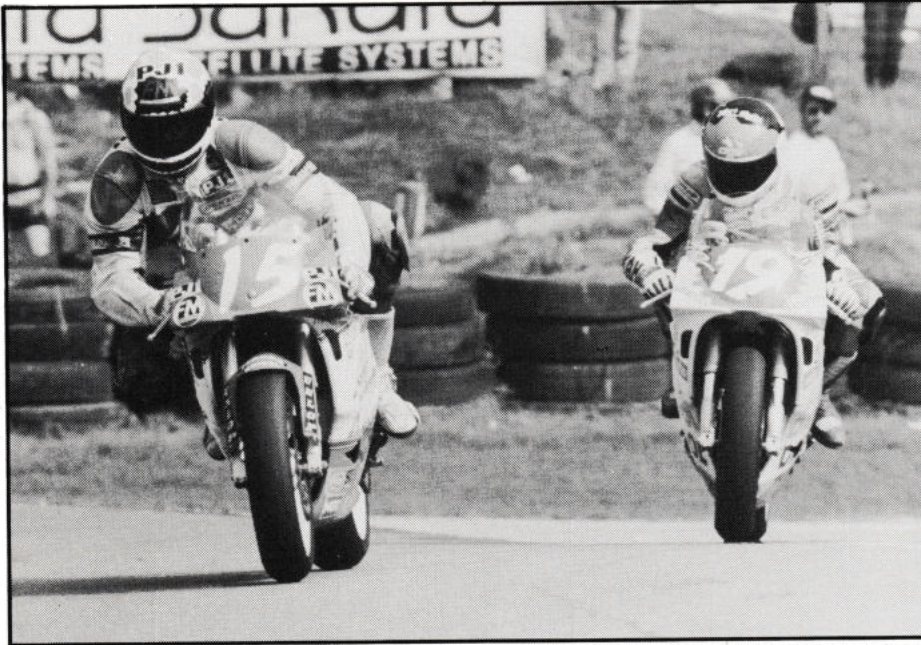
The 250s are equally competitive and always put on a sparkling display with such names as Ian McConnachie, Alan Carter, Steve Sawford and Nigel Bosworth well to the fore. But the man they will all be seeking to scalp is 23-year-old Paul Brown, from Scunthorpe, who in his first full season of national racing snatched the 250 British title from under the noses of the more experienced riders.

It was a brilliant performance by Brown whose potential was first spotted by McElnea. He is being well looked after by Brian Lee Motorcycles but one can only hope that Brown can be given the opportunity to move on and up in the not too distant future.

The same applies, perhaps even more so, to young Haydon but where, oh where is the system, support or organisation in this country to help promising riders up the racing ladder?

Some countries seem able to do it. Loris Capirossi has won two 125cc world championships and he has just turned

Continued ➤



The 250cc category has become more and more competitive this season and the races are always entertaining, thanks to the likes of Mark Barker and Nigel Bosworth. Photo by: G.T. Atkinson

18. He is now moving up to the 250cc Grand Prix class at an age when some of our more promising youngsters are still messing about with Supersport 400 and the like.

He is obviously an exceptional rider but the point is he was helped on his way into Grand Prix racing by Team Italia, which is in fact the Italian National Federation.

Anyway back to Brands, where you will see some of these up and coming rides in action in the Superteen Championship. The guy who has been setting the pace is novice Stuart Rider, a 19-year-old Lloyds insurance broker, from Braintree in Essex.

Novice

Another novice Kevin Wholey, aged 20, from Nottingham is second and, like Rider, is delighted at being able to show much more experienced men a clean pair of heels.

Superteen is certainly helping to find some promising rides, but what happens to them thereafter?

Champion Steve Ives, from Stockport, should once again be in control of the Supersport 600 race but Crawley's Mark Farmer and Phil Borley from Southend are more than capable of causing an upset.

The open sidecar event should be a real cracking affair. The grid comprises everyone who is anyone in three wheelers including our grand prix runners and the best of national competitors. It is, of course, headed by our four times world champion Steve Webster, from Yorkshire, and passenger Gavin Simmons.

Hopefully they will be given a tremendous ovation when they go to the grid. Sidecar achievements are seldom recognised outside of the sport and their rewards are nothing compared to those reaped by the solo men. But Webster has proved himself the best in the world four times in the past five years and that

surely must be worth some form of accolade.

Steve Abbott with Shaun Smith, from Riddings, the Dixon brothers Darren and Sean, from Cheriton, and Derek and Barry Brindley with passengers Nick Roche and Scott Whiteside join Webster on the grid.

There is also Robert Fisher, Mick Boddice, Roger Body, Tony Bake and Eddy Wright to name but a few of the outfits which should make this race possibly the most memorable of the day.

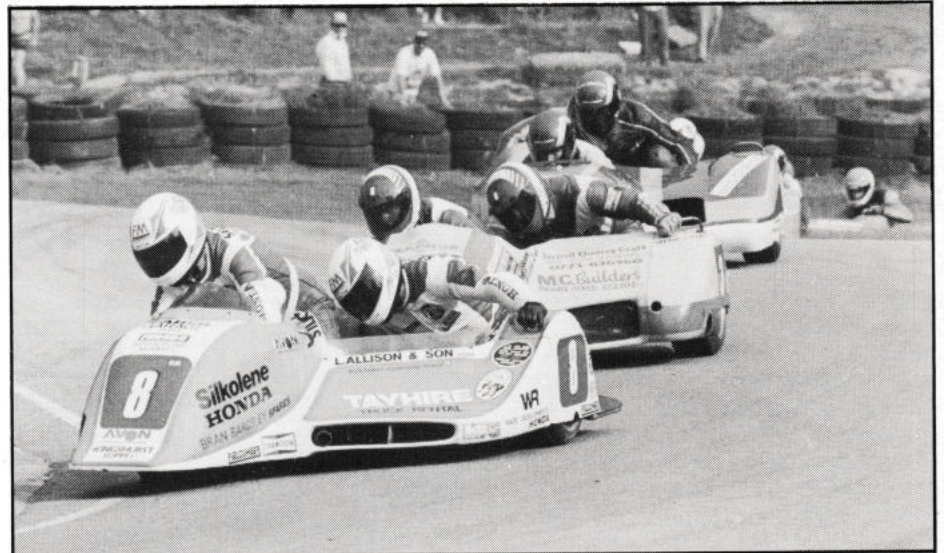
It is Webster's first home appearance since winning the championship and he said: "It is good to be home again and back at Brands. I know some of my home fans have not seen much of us this season but I do appreciate their support and I hope they will enjoy the racing today."

For those of a slightly different ilk there is also the 'Sound of Singles' championship and the Classic Bike magazine series which will keep everyone happy. ●

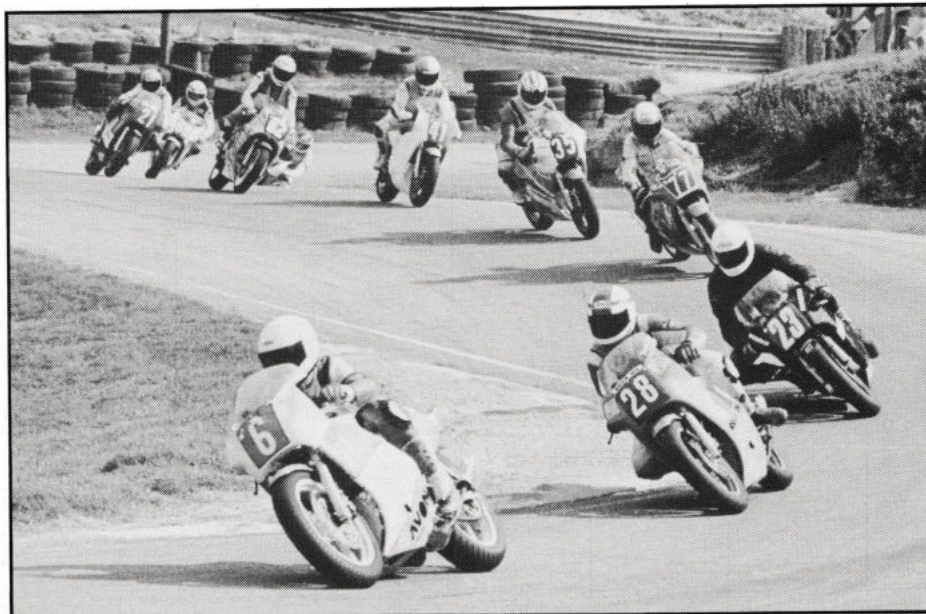


Derby's Rob Orme (above) heads the pack of talented youngsters in the 125cc class on his Mobil 1 Honda. The Central Depatch Sidecar Championship race will be a real cracker with Mick Boddice and Dave Wells (8) dicing with the likes of Richard Nelson and Mark Camp. (below)

Photos by: Keith Russell/Motofoto, G.A. Atkinson



Teenage superstars



The MCN Superteenagers head for Cadwell Park's Mountain in front of the huge crowd present for the MCN TT Superbike races. Photo by: Mick Lawtey

BEFORE SUPERTEEN EMERGED, many experts in the club racing world were extolling the capabilities of James Haydon. The Superteen series has further emphasised the natural talent of this 17-year-old doctor's son from Amersham. True, James has had his fair share of accidents and machine failure this year, but this does nothing to quell his enthusiasm and determination.

Winner of 20 club races and of the 125 EMRA club championship this year, James went in to the national arena and scored numerous top ten placings in the 125 Shell Supercup Series. In Superteen his machine seized when he was holding second place in round one, he crashed at Mallory but then followed this with a win and two thirds.

Although he was given a trials bike at the age of eight, James' first competition came at the age of 12 in schoolboy motocross and over the following three years he won a few club titles.

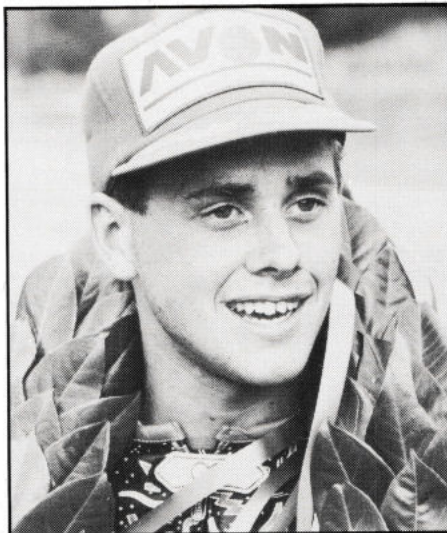
As soon as he was old enough, he took to circuit racing in 1990 in the Ministock class, finishing second in the ACU British Clubmans championship, second in the New Era club championship and fourth in the Shell Gemini Challenge. Overall he achieved 38 wins, 15 second places, nine thirds and three fourths - all this while still preparing for his final exams at college!

Waiter

Now having left college, James concentrates solely on his racing - apart from the odd night job, such as being a waiter! The main job at the moment however is to finalise next year's racing plans.

With Team Cotoni, the idea is to contest the European 125 championship with the intention of securing a place on the grading lists for the 1992 World Championships. "I've been brought up with a quick move into Europe in mind and I think I can do well. I must gain

experience in Europe next year but I would like to test a 250 before the end of the season. More people take notice of 250 racing and I would like the chance to try one before finalising next year's plans," explained James.



Kev Wholey

Superteen will have proved its worth if it enables riders such as James Haydon - an articulate and presentable personality - to receive the recognition they deserve to get into GP racing.

Kev Wholey is addicted to motor cycles. He started riding a moped on the road when he was 16, graduated to a 125 as soon as he passed his test, and has ridden bikes ever since - either on the track or off the road. He loves bikes so much that he has never bothered to take a car test.

From a Superteen field, Kev Wholey (pronounced Wooley) has become the star novice. Now aged 20, he is a tree surgeon for Nottingham City Contractors and spends every penny he earns on preparing his Kawasaki KR15 250 at his home in Clifton Village on the outskirts of Nottingham.

Novice

In Superteen this year, he won the novice section at Cadwell, finished second at Snetterton and Donington, fourth at Mallory but slid off at Oulton Park. He has also been competing in the BMCRC championships and prior to the final at Cadwell on November 2nd/3rd holds second place in the up to 1300cc championships - this with his 250, whilst the leader rides a 1100cc proddie bike...

This year he has been learning the circuits, sometimes the hard way - although some of the accidents haven't been through his own fault - and next year he aims to try and upgrade his licence from novice to national as soon as possible in order to have a crack at the Supercup Supersport 400 series.

Kev started riding bikes at the age of 14 - "simply messing around in local fields." Since taking to the road he has fallen off four times so, enticed by his racing cousin, he last year decided to take up circuit racing as "at least they are all travelling in the same direction."

He entered three or four races at the end of last season on his 250 Yamaha road bike and despite falling off three times in one day, loved every minute.

He won an invitation 1100cc race at Cadwell on the 250 in his third meeting last October and decided he needed to start the 1991 season with a new bike, and this led to the purchase of the Kawasaki.

Grand Prix

His efforts in Superteen have been supported by Twistgrip Motorcycles of Nottingham and his engine has been tuned by former works Norton Grand Prix and TT rider Terry Shephard. His aim is to do as well as he can for the rest of the season and use all his resources to get well equipped for 1992.

When asked about his future, Kev - from the shed at his home whilst preparing the bike for this weekend - replied "I'm totally committed to my racing. I will have a go on anything at any time, anywhere."

If ever Superteen has found another Ron Haslam in the making, then we have one in Kev Wholey. Haslam himself, who has spent a considerable amount of time with Superteen riders this year, is well impressed with Wholey's ability and believes he will go far. ●



Return of the champions

Reigning World Sidecar Champions Steve Webster and Gavin Simmons make a rare home appearance this weekend. Photo by: Kerry Dunlop

ALTHOUGH WINNING THE World Championship for the first time five years ago produced the sweetest possible taste of success, sidecar supremo Steve Webster reckons regaining the crown in this season's final round, after a year among the placemen, generated rather a similar blur.

"It certainly meant a lot more than the two when I just retained the title," said the 31-year-old, four-times champion from Yorkshire. "A little bit of complacency crept in after I was champion three times in a row but after dropping to third last year, I realised for the first time just what it was like to lose a title. The problem with being the champion is that it is a job to get revved-up when you are simply out to stay at the top but when you have to get there, it gives you the enthusiasm to go out and push as hard as possible in every race."

Although the championship was not settled until the final round at Le Mans last month, Webster, who started the twelve round campaign with five wins from the first six rounds, said that he was never really in doubt about the outcome.

"It was all part of the plan to ease off a bit towards the end of the season," he explained. "Once we had a good advantage, and by the time the British Grand Prix at Donington came round for instance, we realised we did not have to win every race to regain the championship. The engine was tuned to be as reliable as possible with finishing in mind, a bit frustrating in a way I must admit because I always want to go as quick as I can and win races. But the championship was the main aim and that demanded the different approach."

Webster admits that he was hoping to get things sewn up in the penultimate round, the Czechoslovakian Grand Prix at Brno, with the help of former three times champion, Dutchman Egbert Streuer, who came to the fore in the second half of the season after taking on Derek Jones' former passenger, Peter

Brown.

"If he had won the race the title would have been ours, but at this stage my main rival, Rolf Biland, was driving so hard he was just about impossible to beat," said Webster. "I knew we couldn't win on that particular occasion because I had knocked off a lot of the power by setting the engine up with safety in mind."

Despite the confidence, Steve admits that he "was a bag of nerves and getting worse as the seconds ticked away" before that start of the final round. But once the race got in its stride 'Webbo' and passenger Gavin Simmons were in complete command of the situation.

"The bike was set-up with third place in mind to make sure we were not pipped at the post by a couple of points and that's what we achieved," he said as he was acclaimed champion of 1991.

For Simmons, a maintenance engineer at Rowntree's York factory, it was the first taste of grand prix glory. All his family made the trip to France to see the final chapter, and the outcome washed away all the disappointment of the 1990 season when Steve relinquished the title during Gavin's first full season as regular passenger.

"I was very happy for Gavin because although it certainly was not the case he seemed to blame himself a little for the failure because he was the newest recruit," said Steve. "The great thing now is that instead of being one of the best passengers, he is the best."

'Webbo' also finds that as well as being the perfect partner on the track, Gavin is also a great help when it comes to setting-up and preparing their Krauser powered

outfit.

"He is a good engineer and is of great assistance when it comes to gear ratio selection," said Steve. "Although he is not actually changing them, he can sense what is going on by the sound of the engine revs and knowing what gear we are in at certain parts of the track. Also, it is just nice to have someone around to talk to who understands what's going on."

Of all his rivals on the track, Steve rates this year's runner-up Rolf Biland as the man to beat. The Swiss driver first made the number one spot back in 1978, a year before Steve started racing in club events! "He is quite amazing and never seems to change," said Steve. "After he beat me at Paul Ricard and then again at Donington, a group of Swiss journalists asked me why I let an old man beat me and it made me realise just how long he has been a top world contender and that there is plenty of time for me to get a few more championships under my belt."

Currently the Yorkshireman is on level pegging with Eric Oliver, Max Deubel - now Germany's FIM road race committee vice president and Biland, but needs another three to better the all time record of six wins netted by German Klaus Enders between 1967 and 1974. "A tall order, but provided there is a place for sidecars in the new grand prix set-up, we'll have a go," said Steve, who hopes for continued support from Avon and Silkolene.

Although disappointed by the lack of general media coverage for his achievement and sidecars in general, 'Webbo' has accepted the situation. "It is something I like doing and I get paid for it," he said.

As a British Airways captain, who has seen them in action, remarked when I was invited onto the flight deck recently: "They really are the unsung heroes of motor sport." ●

Tight-locked Terry



Terry Rymer made a major decision four years ago not to quit bike racing, and having been 'rescued' by Yamaha, has since justified his decision to stay in the sport. **Photo by:** Andy Gibbs

JUST FOUR YEARS ago Terry Rymer was on the verge of quitting racing. The young Londoner felt he was getting nowhere by staying on the home circuits so he set-off, with only the backing of his father, to race abroad on a make or break mission.

Against formidable opposition the true privateer produced some impressive performances that fortunately attracted the attention of former grand prix rider Steve Parrish, now truck racing ace and manager of the Loctite Yamaha team.

"If I hadn't been picked up by Yamaha, 1988 would have been my last season of racing, there was no way that I would have been able to carry on," said 24-year-old Rymer, who now lives just down the road at Barnehurst, Kent.

The partnership was an immediate success and last year he clinched the British Shell Supercup championship. "After that I felt there wasn't anything else for me to do in Britain, I had asserted my authority here, so I needed a new challenge," he added.

The ultimate ambition for Rymer would be to go Grand Prix racing, but as that was not possible this year he embarked on a full World Superbike campaign, hence the few occasions that he has been in action on British short circuits this year.

Although sixth in the highly competitive Superbike series and ending his challenge with two thirds in a wet and dry Italian

penultimate round at Mugello, he has found the year a little frustrating.

"The main problems were that we underestimated the power of the Ducatis and the size of the factory team budgets," explained Rymer. "Also we haven't been doing enough testing because of racing commitments in England between the world title events, and that led to a spell of poor results in the middle of the season. At the beginning of the year things looked reasonable and things came together towards the end with fifth and sixth in Germany and fourth and fifth at Magny Cours, after we had done some development work on my Yamaha."

Rymer considers that the performances of Italian Fabrizio Pirovano, who is one place ahead of him in the championship on the leading Yamaha, underlines the situation.

"His team run on a big budget, they test and develop after each round and his results show how important this is," said Terry. "It's not a case of taking a bike out of the workshop and racing it."

Rymer also considers that British riders are at a disadvantage if time to go testing occurs. "The car teams seem to have the

circuits here pretty well fully booked all the time and when you do get a motor cycle session like the weekly one at Mallory Park there are so many riders of different capabilities packed on to the track that it does become a bit dangerous," he explained.

He sees little chance of things changing over the next couple of years, at least, but does think serious thought should be given to making more practice and testing time available, especially with helping young riders develop in mind. "Rather than racing all the time they need more time to perfect their machines and techniques," he said. "They go to an international meeting abroad for the first time and can't work out what's going on when they find there are three days of practice. It is a different ball game and they must be brought along to understand it."

Another mid-season set-back to Rymer's Superbike effort came when he crashed at over 160mph during the fifth round in the States at Brainerd.

Already racing with a permanently dislocated left shoulder, he put the other one out of joint and generally knocked himself about when the rear tyre punctured and the Yamaha locked up and high-sided him.

Lucky

"I was so lucky really, I almost got up and walked away, I reckon I owe a lot to the Fieldsheer leathers and FM helmet provided by the two companies that back me personally this year," he said. "It certainly was a high speed exit. As I hurtled off the track it was a case of sky, ground, sky, ground, sky, ground until I struck the barrier."

Rymer's rare home outings this year have resulted in mixed fortunes. There was victory in the televised Supercup at Donington Park, followed by brake problems at Oulton and a second crash - at the hairpin on the final lap - at Mallory.

"Often when I race in England the number one machines remain abroad and I have to use a spare one built up by a mechanic," he said. "This was the case at Mallory but this time I'm racing the good ones."

This weekend Terry misses the final Superbike round at Phillip Island in Australia to be here. "It's always good to come back to Brands to race and it also gives me a chance to meet all my friends I have known since my club racing days," he said. "I like the track, it is my local and it would be great to end the season with a win or two."

The 1992 season is already in a planning stage with Terry relentlessly trying to entice a sponsor so that he can run his own grand prix team. "At least I've got my finger out and am trying to do something about it, it's not just talk," he said. "If I fail on the GP front I'll stick with Superbikes, hopefully with a bigger budget. What I don't want to do is break my ties with Yamaha." ●

The Medical Car Trust



The Toyota Medical car in attendance of a motorcyclist with breathing difficulties at Clearways.

Q: WHAT IS WHITE; costs around £25,000; took hundreds of hours to establish; sits around doing nothing for most of the time and nearly got called the Fast Action Response Team until the organisers got wind of the abbreviated title?

Q: What service is absolutely free to everyone attending the circuit (competitors and spectators alike); operates in all weathers for about 100 days a year and is now organised by a charitable trust financed entirely by voluntary donations? (Clue: if you visit our caravan along the Colin Chapman Way today, you can buy a mug or a raffle ticket with the answer on!)

A: The Medical Car Trust's emergency resuscitation vehicle which is on stand-by adjacent to the control tower in the pits area.

The idea of a permanent medical car here at Brands Hatch was first conceived in 1985. At that time, motor racing organisers were largely relying on Rescue Units to provide the required medical support. In the world of motorcycle racing, if a fallen rider required immediate aid at the trackside the organisers relied almost entirely on doctors standing at the side of the circuit with whatever emergency equipment they were able to carry with them. And when they have been standing out on Paddock Hill Bend for six or seven hours in the wind and rain, doctors cannot be expected to work at their best! There had to be a better solution.

Independent

After two years of discussion with some motor manufacturers, Toyota (GB) Limited agreed to support the idea of an independent medical car facility by providing a suitable estate car and it is continuing its support to this day. Once a vehicle had been acquired, the project was underway and at first the precise role of the medical car was unclear. However, in the space of a few months, most race organisers had seen it in action and welcomed it as a part of their rescue

and medical facilities.

Although the medical car is on stand-by at the control tower today, it is not just there for racing. Spectators are sometimes taken ill at the circuit and on occasion the medical car has to be called to assist them. But the medical car at Brands Hatch is only one part of the medical team. Like today, each race meeting is attended by doctors, paramedics and St John Ambulance Brigade members, and one role which is undertaken by the medical car crew at the scene of an incident is to co-ordinate these other services to ensure a prompt and effective medical rescue.

The medical car is always manned by a doctor and/or qualified paramedic as well as a driver whose job it is to get the doctor safely to the scene of an incident, to assist him with the equipment and any medical procedure that may be necessary at the trackside and to co-ordinate the other services, as well as keeping the race organisers advised of any possible delays to the programme due to the incident.

At Brands Hatch, the whole medical team always works well together and this was clearly highlighted recently when an elderly lady suffered a heart attack whilst watching the race from South

Bank. The St John Ambulance men from the local Farningham Division were in attendance almost immediately and successfully carried out artificial resuscitation until the medical car arrived with its doctor and sophisticated Advanced Cardiac Life Support equipment. With this equipment available at the scene, the doctor was able to stabilise the casualty's condition before she was transported to Queen Mary's Hospital at Sidcup where she later made a full and complete recovery.

During a race meeting the medical car, like any other of the race services, comes under the direct control of the Clerk of the Course. It is only on his instruction that the medical car can be dispatched to an incident. At Brands Hatch today for example, your Clerk of the Course, Mr John Ward, will be in contact not only with Race Control but also with the medical car. If a rider falls from his machine and requires immediate aid a radio message will be relayed to the Clerk of the Course by his Corner Commander and within seconds a race or practice session can be red-flagged and the medical car 'scrambled to the scene'.

International

At a top International circuit like Brands Hatch, the circuit Medical Centre is equipped to a very high standard. It is very much like the accident and emergency department at your local district general hospital and can cope with both minor injuries and major trauma. But sometimes, a rider's injuries dictate that certain medical procedures are carried out at the trackside as otherwise his or her condition might be jeopardised if treatment is delayed until the circuit Medical Centre is reached. In these cases therefore, it is important to get the equipment that is normally found in the Medical Centre to the scene of the incident. That is the role of the medical car. And so in the medical car you will find all the necessary equipment required to carry out advanced life support techniques, including: cardiac monitor and defibrillator, pulse oxymeter, oxygen ventilator, suction equipment (powered and manual), intubation and infusion kit ('tubes' and 'drips'), pain-killing gas, chest drains, as well as all the normal first-aid equipment including a full range of splinting equipment to immobilise fractured bones. We even carry a small maternity pack in case the racing gets really exciting and an happy event occurs earlier than the Mother-to-be expects. It has happened before and on more than one occasion!

So whilst we all hope that nobody falls ill or is injured at today's meeting, you can be assured that if something does happen, the medical car team will be there quickly to help. ●

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The trustees are very grateful to the management of Brands Hatch Leisure plc for allowing the promotion of the Trust's activities at the circuit today and to raise funds for the future purchase and maintenance of equipment. The Trust, which gained its registered charitable status earlier this year, survives solely from voluntary contributions. By visiting our stand along Colin Chapman Way, where you can purchase a ticket for our Grand Prix Raffle or even purchase one of the Medical Car Trust mugs, you will be directly contributing to the future work of the Trust. Our collectors will also be circulating among you in the public enclosures during the day and so you will have a further opportunity to make a donation or buy a raffle ticket. For your information, just two of the projects that the trustees are working on at present are the design of a new Icom radio system for the medical car which it is hoped to purchase and incorporate in a future medical car and they are also looking at a system of 'medical packs' which it is hoped will be suitable for use on the Trust's vehicles.

The Trust has no paid employees, so you can be assured that any money donated by you today will be well spent in improving the quality of service that the Trust provides.

Because fund-raising is vital to the Trust's operations, the trustees would welcome any marathon runner, walker or even slimmer who might wish to undertake a sponsored event in aid of the Trust, to contact them c/o The Medical Centre, Brands Hatch.

The Trustees would like to thank you for supporting the Trust today and also to thank the advertisers for their contributions.

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SOUND OF SINGLES CHAMPIONSHIP

Grid positions will be as nominated by series co-ordinator



RACE 1 12 LAPS

No	Rider	Entrant	Home Town	Machine	cc
2	John Laker	Alan Sargent	Pulborough	Yoshimura	680
3	Martin Bartlett	Hejira Racing Team HRD	Bicester	Rotax	600
4	Geoff Baines		Buckby	Hejira Rotax	600
9	Michael Smith	Newport Welding Services	Harlow		
14	Trevor Stafford		Ashford	Yamaha	595
15	David Habel		Aylesbury	Honda	600
16	David Railton		Huntingdon	Yamaha XT	600
17	Lee Cutler		Welling	Spondon	600
18	Robin Milton	Mobil 1 Team Coleman	Huntingdon	Harris Rotax	600
21	Jonathan Sinclair		Melksham	KTM	560
22	John Loder		Kings Heath	BSA	500
23	Simon Robinson		Wheathampstead	Tigcraft Suzuki	750
24	Paul Harrison		Leicester	Spondon Rotax	600
25	Damian Probett		Addlestone	Tigcraft	600
26	Gary Rowe		Telford	Kawasaki	500
27	Nat Wood		Norwich	Harris Rotax	600
28	Sean Waller		Cleethorpes	Hejira	600
29	Wayne Lamb		Louth	Kawasaki	500
30	Stephen Wood		Harlow	Harris Rotax	600
31	Phil Hutton		Romford	Suzuki	250
32	Kris Holland		London	Kawasaki	500
33	Steve Lanyman		Downley	Hejira	600
34	Grant Goodings		Carterton	Harris Rotax	600
35	Rick Kwok		Cheltenham	Suzuki	750
50	Steve Ruth		Sible Hedingham	Yamaha	600
51	Vernon Glashier		Bishop's Stortford	Matchless	496
52	Richard Cutts		Sible Hedingham	DTR Yamaha	
56	David Pither		Stretton-on-Fosse	Yoshimura Yamaha	

Lap Record:
Asa Moyce (600 Rotax) 52.6s 82.37mph 7.5.89

RESULTS

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

KENTAGON AND HAILWOODS OPENING TIMES

HAILWOODS

Breakfast	7.30am-11.30am
Lunch	11.30am-2.30pm
Afternoon Teas	2.30pm-
Bar open	10.00am-

} ½ an hour after last race

KENTAGON

Breakfast	7.30am-11.30am
Lunch	11.30am-2.30pm
Bar open	10.00am-11pm

At some minor meetings either Hailwoods or the Kentagon may be closed.

RACE 2 12 LAPS

CLASSIC BIKE MAGAZINE CHAMPIONSHIP

Grid positions will be as nominated by series co-ordinator

No	Rider	Entrant	Home Town	Machine	cc
1	Dave Kershaw	Michael Vickers	Castle Donington	Yamaha	246
2	Chris Lenton		Sheffield	Yamaha	246
3	John Kirkby	Team Kirkby	Alford	Yamaha	246
4	David Smith		Poole	Yamaha	247
5	Leslie Trotter		Cumbria	Suzuki	247
6	Alan Taylor		Tranent	Suzuki	250
7	Geoffrey Sawyer		Manchester	MSU	250
15	Peter Crew		Camberley	Villiers	250
20	John Davidson		Aston	Honda	347
21	Jonathan Sinclair		Melksham	Aermacchi	350
22	John Loder		Kings Heath	Greeves	350
23	Anthony Myers		Hull	Myers AJS	350
24	Graham Godward		Royston	Aermacchi	350
25	Malcolm Clark		Betchworth	Ducati	350
26	Joey Mullholland		Livingston	Greeves	350
27	Allan Edwards		Frome	Aermacchi	344
28	David Dearden	David Bailey	Pickering	Aermacchi	350
50	Steve Ruth		Sible Hedingham	Seeley	496
51	Vernon Glashier		Bishop's Stortford	Matchless	496
52	Richard Cutts		Sible Hedingham	Seeley Matchless	
53	John Cronshaw		Rosendale	Unity BSA	499
54	Bob Heath		Walsall	Seeley	499
55	Chris Turner		Sevenoaks	Matchless	500
56	David Pither	Commonwealth Racing	Stretton-on-Fosse	G50 Matchless	
57	David Woolsey	Merv Hackett	Colchester	Seeley	496
58	David Hughes		Folkestone	Artor Matchless	496
59	Brian Alexander		Balerno	Seeley	498
60	Martin Smith		Donington	Triumph	500
61	Mike Dowkes		Scarborough	NHS Seeley	500
62	Ian Cobby		Hatfield	Honda	500
63	Peter Brown		Bracknell	Norton	500
72	David Degens	Dresda Autos	Longford	Dresda	500

Lap Record:

Classic 250cc:			
Jerry Fitford (250 Ducati)	58.1s	74.57mph	31.7.88
Classic 350cc:			
Michael Attrill (344 Aermacchi)	56.6s	76.55mph	10.9.88
Classic 500cc:			
Dave Roper (499 Matchless)	53.7s	80.68mph	15.7.90

RESULTS

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

CHAMPIONSHIP POINTS

SOUND OF SINGLES

Leaders' points:

1	Robin Milton	66
2	John Laker	62
3	Richard Cutts	53
4	Paul Harrison	50
5	Steve Lanyman	45
6	Sean Walker	41

MCN TT SUPERBIKE

Leaders' points:

1	James Whitham	236
2	Rob McElnea	228
3	John Reynolds	205
4	Ron Haslam	186
5	Ray Stringer	142
6	Matt Llewellyn	81

MCN SUPERTEENS

Leaders' points:

1	Stuart Rider	104
2	Jason Vincent	79
3	Michael Rutter	73
4	David Jefferies	71
	Darren Mitchell	71
6	Richard Wynn	69

CLASSIC BIKE MAGAZINE CHAMPIONSHIP

Leaders' points:

500cc

1	John Cronshaw	60
2	Bob Heath	51
3	Steve Ruth	36
4	Mike Dowkes	30
5	Richard Cutts	28
6	Dave Woolsey	25

350cc

1	Malcolm Clark	47
2	David Dearden	42
3	John Davidson	38
4	Tony Myers	35
5	Philip Woodall	32
6	Phil Read	15

250cc

1	John Lenton	69
2	David Kershaw	52
3	Les Trotter	41
	Alan Taylor	41
5	Alan Beck	18
6	John Cragg	16

MCN TT SUPERBIKE CHALLENGE

(Race 3: 1st Leg) (Race 6: 2nd Leg)

RACES 3 & 6
15 LAPS

Grid positions will be determined by timed practice

No	Rider	Entrant	Home Town	Machine	cc
1	Terry Rymer	Team Loctite Yamaha	Barnhurst	Yamaha	750
2	Steve Ives	Motorcycle Centre	Stockport	TBA	
3	Trevor Nation	JPS Norton Racing	Hinckley	Norton	588
6	John Reynolds	Kawasaki Motors	Nuthall	Kawasaki	750
8	Rob McElnea	Team Loctite Yamaha	Gainsborough	Yamaha	750
10	Roger Burnett	Team Silkolene Honda	Humberside	Honda	750
15	Matt Llewellyn	Saber Office Furniture	Glenfield	Yamaha	750
17	Ray Stringer	Mobil 1 Team Coleman	Nuneaton	Yamaha	750
19	Mark Farmer		Crawley	Roton	588
20	Ron Haslam	JPS Norton Racing	Smalley	Norton	588
21	Ian Simpson	Francis Neal	Dalbeattie	Yamaha	750
23	Andrew Ward		Selby	Yamaha	750
24	Richard Defago		Oxted	Honda	750
25	John Burgess	R & B Electronics	Thornton Heath	Yamaha	750
26	John Barton		Rochester	Honda	750
28	Tom Knight		Faversham	Honda	750
30	David Real	TMF Motors	Stanford-le-Hope	Honda	750
33	Tim Bourne	Team Green Kawasaki	Ashford	Kawasaki	750
34	Neil Dove		Surbiton	Yamaha	750
35	Anthony Woodcock	Clarke Ind Services/Bromley Haulage	Tenterden	Yamaha	750
36	Peter Graves	Erith Building Supplies	Teddington	Honda	750
37	Robin Dawson	Eurotek Office Furniture	W. Wittering	Suzuki	750
38	Glen English	Aldridge Racing	Chelmsford	Kawasaki	750
39	Paul Deavin		Westcliff-on-Sea	Kawasaki	750
40	Jason Sear		Waltham Abbey	Yamaha	750
42	Simon Watson	Searings (1988) Ltd	Saffron Walden	Yamaha	750
43	Timmy Wild	David Wild	Keighley	Ducati	888
44	Simon Bastow		Batley	TBA	
45	Ian Green	Delta Despatch	Maldon	Honda	750
46	Colin Gable	Weedon Classics	Andover	Honda	750
47	Royston Keen		Aldbourn	TBA	
48	Simon Crafar	Southern Cross Racing	New Zealand	Honda	750
49	Jim Bunton	Shades Records	Edenbridge	Yamaha	750
50	Graham Marchant	Slipstream Tuning	Tonbridge	Yamaha	750
62	Ian Cobby		Hatfield	Yamaha	750
64	Andy Green	Delta Despatch	Maldon	Honda	750
69	James Whitham	Team Grant Suzuki	Huddersfield	Suzuki	750
87	Brett Sampson	Armada Floors	Plympton	Yamaha	750
88	Alex Buckingham	Veco Automotive	Barnstaple	Yamaha	750

Lap Record:
Scott Russell (750 Kawasaki)..... 47.4s 91.41mph 6.5.91

RESULTS: Race 3

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

RESULTS: Race 6

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

FACT FILE

Organised by: MRPC.

Specification: 701-750cc four-stroke four-cylinder machines or 751-1000cc four-stroke twin cylinders (including the rotary Norton) complying with FIM regulations.

Awards: At each round in each leg, prize money will be awarded to the first 15 finishers on the scale £600, £400, £300, £200, £180, £160, £140, £120, £100, £80, £70, £60, £40, £30, £20. The winner of each leg will also receive a trophy. The overall MCN TT Superbike Champion will receive an additional £10,000 and the *Motor Cycle News* Trophy.

Points system: Points will be awarded to the first 15 finishers on the scale 20-17-15-13-11-10-9-8-7-6-5-4-3-2-1. Competitors may count their best 14 scores.

Qualifying rounds: June 23, Thruxton (cancelled); July 14, Snetterton; July 21, Mallory Park; August 3/4, Donington Park; August 26, Cadwell Park; September 21, Oulton Park; September 28/29, Donington; October 13, Knockhill; October 19/20, Brands Hatch.

RACE 4 12 LAPS

SUPERSPORT 600cc

Grid positions will be determined by timed practice

No	Rider	Entrant	Home Town	Machine	cc
2	Steve Ives	Motorcycle Centre	Stockport	Yamaha	600
6	Phil Borley	Julian Soper Motorcycles	Southend-on-Sea	Yamaha	600
9	Mark Farmer	Harris Performance	Crawley	Yamaha	600
21	Ian Simpson	Francis Neal	Dalbeattie	Yamaha	750
22	Andrew Corbett	Performance Bike Tyres	Leamington Spa	Yamaha	600
23	Mick Corrigan	FBJ Fabrications	Sheffield	Yamaha	600
24	Howard Whitby	SS Engineering	Wakefield	Yamaha	600
25	Steve Marks		Godalming	Yamaha	600
26	Grant Goodings	RAF MSA	Carterton	Yamaha	600
27	Iain Brock	Slipstream Motorcycles	Thornton Heath	Yamaha	600
28	Simon Moulder	Fairway Racing	Bedfont	Yamaha	600
29	Wade Martin		Basingstoke	Yamaha	600
30	Iain MacPherson		Glasgow	Yamaha	600
31	Jason Griffiths	Ray Cowles	Pontypool	Yamaha	600
32	Martyn Libretto		Croydon	Yamaha	600
33	Brendan Smith	Mi-Hil	Wymondham	Yamaha	600
34	Mark Hill	Fairway Racing	Northolt	Yamaha	600
35	Rick Kwok		Cheltenham	Yamaha	600
36	Dave Martin	RAP International Superbikes	Southall	Yamaha	600
38	John Paul Senior	Frettons Coventry	Crowle	Yamaha	600
44	Greg Dreyer		Stoke Golding	Yamaha	600
50	Tim Poole	J. Poole	Northwich	Honda	600
51	Paul Hackley		Romanby	Honda	600
88	Alex Buckingham	Veco Automotive	Barnstaple	Yamaha	600
90	Sean Emmett	Fast Bikes Magazine	Camberley	Yamaha	600

Lap Record:

Phil Borley (600 Yamaha)	49.6s	87.35mph	21.10.90
John Reynolds (600 Kawasaki)	49.6s	87.35mph	21.10.90

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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125cc GP

Grid positions will be determined by timed practice

RACE 5 12 LAPS

No	Rider	Entrant	Home Town	Machine	cc
2	Rob Orme	Mobil 1 Team Coleman	West Hallam	Honda	125
3	Steve Patrickson	Derek Clarke Racing	Shipley	Honda	125
4	Ian McConnachie	Clay Cross Kawasaki	Chesterfield	Honda	125
7	Barry Stanley		Swadlincote	Honda	125
9	Steve Thompson	John Davies Racing	Ashby-de-la-Zouch	Honda	125
10	Graham Harknett		Cheshunt	Honda	125
11	George Bedford	Alan Edwards	Tutbury	Honda	125
14	James Haydon	Team Cotoni	Amersham	Honda	125
15	Antony Hodson		Saxilby	Honda	125
16	Julian Perry	SS Engineering	Hinckley	Honda	125
20	Fernando Mendes	Nick Carpenter Engineering	Dunstable	Honda	125
21	Roger Lee	The Software Construction Co	Welwyn Garden City	Honda	125
22	Kevin Mawdsley	Mayfield Landscapes	Blackpool	Honda	124
23	Timothy Palmer	Chris Brendish	St Albans	Honda	125
24	Nick Lang	BAT Motorcycles International	Norbury	Honda	125
25	Neil Hodgson	John Davies Racing	Burnley	Honda	125
26	Stuart Jones		Leeds	Honda	125
27	Mathew Ford-Dunn		Steyning	Honda	125
29	Graham Unwin		Amersham	Honda	125
30	Shaun Brown		Lincoln	Honda	125
31	Martin Johnson	Johnson Vision	South Wellfield	Honda	125
32	Mark Taylor		Eynsham	Honda	125
33	Martin Cox	Littlehampton Motorcycles	King's Lynn	Honda	125
34	Steven Hands		Portsmouth	Honda	125
35	Colin Belcher	Team Morley Honda	Caterham	Honda	125
36	Richard Connell		Norwich	Honda	125
37	Julian Hembrough		London	Honda	125
38	Jeff Claridge	Hazlewood Design	London	Honda	125
39	Ian Emberton		Harehills	Honda	125
40	Jason Birch	SS Engineering	Stockport	Honda	125
41	Dean Hobson		Barnsley	Honda	125
42	Dave Collinson		Poynton	Honda	125
43	Andy Godber		Brailsford	Honda	125
44	Paul Streets	Dymax	Bromley	Dymax	125
45	Jimmy Brown	G+B McReady	Biddulph	Honda	125
46	Chris Heath	A C Electrical	Chesterfield	Honda	125
47	Phelim Owens		Dungannon	Honda	125
48	Bryan Houghton		Sidcup	Honda	125
49	Shaun Hawkes		Nuneaton	Honda	125


Lap Record:
Ian McConnachie (125 Honda)..... 51.0s 84.96mph 26.8.90

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 7 12 LAPS

CENTRAL DESPATCH SIDECAR CHAMPIONSHIP

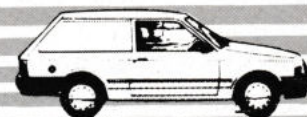
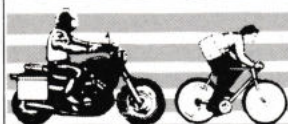
Grid positions will be determined by timed practice

No	Driver/Passenger	Entrant	Home Town	Machine	cc
1	David Saville/Richard Crossley	Sabre Racing	Retford	Yamaha	350
2	John Brindley/Chris Jones	Sabre Racing	Doncaster	Yamaha	350
3	Richard Nelson/Mark Camp	First Class Rider	Derby	Yamaha	350
4	Roger Dixon/Dave Horne		Burton upon Trent	Yamaha	350
5	Martin Whittington/Steven Birkett	D. Skelton	Doncaster	Yamaha	347
6	Mick Boddice/Dave Wells	Brian Bardsley	Kidderminster	Honda	600
7	Mick Haith/Nigel Barlow	Haith Tickhill Group	Doncaster	Yamaha	350
9	Keith Galtres/Neil Shelton		Buckley	Yamaha	347
10	Adrian Williams/David Crawford		Kingswood	Yamaha	347
11	Andre Witherington/John Jackson		Retford	Yamaha	350
15	Mike Hamblin/Eddie Kiff	Dennis Trollope Racing	Lincoln	Yamaha	350
16	Craig Hallam/Michael Wynn	Premier Display	Newbold Verdon	Yamaha	350
18	Roy Hanks/Tom Hanks		Erdington	Ireson	347
19	Mark Halliday/Simon Clare		Derby	Yamaha	600
20	Tony Body/Dudley Tomlinson		Meopham	Yamaha	350
21	Neil Smith/Steve Mace		Wakefield	Yamaha	350
22	Gary Smith/Paul Hutchinson	Central Despatch	Coulsdon	Yamaha	350
23	Peter Krukowski/Chris McGahan		Hookwood	Yamaha	350
24	Gary Horspole/Kevin Leigh		Sleaford	Yamaha	350
25	David Wallis/Tim Kirkham		Beeston	Yamaha	350
26	Dick Hawes/Kenny Williams		Purfleet	Ireson	600
27	Bill Hodgkins/Ken Williams		Welling	Yamaha	350
28	Mick Smith/Sue Taylor		Clifton	Yamaha	350
29	Martin Clarke/TBA	Clarks of Garforth	Garforth	Shellbourn	350
30	Vince Biggs/Jamie Biggs		Buckley	Yamaha	350
31	Dennis Keen/Wayne Chandler		Aldbourne	Yamaha	350

Lap Record:
Smith/Horne (350 Smake Yamaha) 51.9s 83.48mph 29.3.91

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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250cc GP

Grid positions will be determined by timed practice

RACE 8
12 LAPS

No	Rider	Entrant	Home Town	Machine	cc
2	Alan Carter	Honda GB	Rastrick	Honda	250
4	Ian McConnachie	Clay Cross Kawasaki	Chesterfield	Aprilia	250
5	Steve Sawford	St Neots Motorcycle Co	Tempsford	Yamaha	250
6	Iain Challinor	Padgotts Batley	Stafford	Yamaha	250
15	Mark Westmorland	Adams & Teal Building	Bilton	Yamaha	250
16	Mark Barker		Gainsborough	Yamaha	250
18	Kevin Mitchell	Modd Builders	Burton upon Trent	Modd Aprilia	250
19	Nigel Bosworth		Stoke Golding	Yamaha	250
21	Ian Newton		Ormskirk	Yamaha	250
22	David Heal		Hailsham	Yamaha	250
23	Mick Otter	Russling Auto Bodies	Rotherham	Yamaha	250
25	Steve Reape		Wakefield	Yamaha	250
26	Conor Brennan		Berkley	Yamaha	250
27	Mark Linton	FCL Cranleigh Motorcycles	Guildford	Yamaha	250
28	Mark Walker		Chippenham	Yamaha	250
29	Simon Needham		Alford	Yamaha	250
30	Chris Morley	Team Morley Honda	Chester	Honda	250
31	Jason Griffiths	Ray Cowles	Pontypool	Yamaha	250
32	Martin Barr		Doagh	Honda	250
23	Richard Chesson		Sittingbourne	Honda	250
34	Paul Brown	Brian Lee Motorcycles	Messingham	Yamaha	250
35	Peter Knight	Scorpio Racing	Felixstowe	Yamaha	250
36	Royston Keen	Southern Racing	Aldbourne	Yamaha	250
37	Terry Sanders	Dave Bexon Racing	Market Rasen	Yamaha	250
38	Paul Gane		Dagenham	Rotax	250
39	John Mossey	Martin Jones	Royston	TBA	
40	Mark Heath	Brooklyn Salvage	East Grinstead	Yamaha	250
41	Graeme Mitchell		Preston	Yamaha	250
42	Tim Couzens	GM Mail Order	South Luffenham	Yamaha	250
44	Paul Streets		Bromley	Yamaha	250
46	Colin Gable		Andover	Yamaha	250
47	Gary Naylor	SS Engineering	Leyland	Aprilia	250
48	Nick Sergent		Sidcup	Honda	250
49	Peter Kennedy		Hampton	Yamaha	250
51	Adrian Clarke		Langley Mill	Yamaha	250
52	Nigel Frowd		Maidstone	Yamaha	250
53	Alan Irwin		Newtonabbey	Yamaha	250

Lap Record:
Kevin Mitchell (250 Yamaha)..... 48.2s 89.89mph 6.5.91

RESULTS

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

FACT FILE

CENTRAL DESPATCH (LONDON) SIDECAR CHAMPIONSHIP

Organised by: MRPC.

Specification: 301-350cc two-stroke two-cylinder and 401-600cc four-stroke four-cylinder sidecars.

Awards: Per round: £250, £160, £120, £80, £70, £50, £50, £40, £30 to the first 8 crews.

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

Qualifying rounds: April 14, Pembrey; April 20, Castle Combe; April 21, Thruxton; July 14, Snetterton; August 26, Cadwell Park; September 21, Oulton Park; September 22, Cadwell Park; October 19/20, Brands Hatch.

Leaders' points:

1 J. Brindley/C. Jones	125	3 M. Haith/N. Barlow	76	5 M. Whittington/G. Hefti/S. Birkett	49
2 R Nelson/M. Camp	86	4 G. Smith/D. Horne/P. Hutchinson	56	6 G. Bell/K. Cornbill	47

RACE 9 12 LAPS

SUPERTEEN

Grid positions will be determined by timed practice

No	Rider	Entrant	Home Town	Machine	cc
1	Mark Snell		Corringham	Suzuki	250
2	Gary Broughton		Norwich	Kawasaki	250
3	John McGuinness		Morecambe	Kawasaki	250
5	Jason Vincent		Earl Shilton	Suzuki	250
6	David James		Godalming	Kawasaki	250
8	Darren Mitchell	CR Racing (Roland Slack)	Elland	Suzuki	249
9	Callum Ramsay	Moss Motorcycles	Perth	Suzuki	250
11*	Richard Wynn		Burnley	Kawasaki	250
14	James Haydon	Team Cotoni	Amersham	Suzuki	250
15	Mark Newland		Royston	Suzuki	250
20*	Kevin Wholey	Twistgrip Motorcycles	Nottingham	Kawasaki	250
21*	Richard Goodwin		London	Kawasaki	250
24	Aaron Phillips		Old Woking	Frontiers	250
26	Michael Rutter	Merrydown Racing	Brierley Hill	Suzuki	250
28*	Stuart Rider		Braintree	Kawasaki	250
33	Simon Gates		Stockbridge	Kawasaki	250
35	Mark George		Burnham	Kawasaki	250
38	John Paul Senior	Frettons Coventry	Crowle	Yamaha	250
39*	John Pearson		Cottingham	Suzuki	250
41*	Tim Pritchard		Lincoln	Kawasaki	250
44*	Lee Masters		Runcorn	Kawasaki	250
47	Mark Flynn	John Stewart Motorcycles	Feremont	Kawasaki	250
49	Jeremy Ryan		London	TBA	
53	Ian Campbell	A. Robertson	Edinburgh	Suzuki	250
62*	Jonathan Ellams		Blisworth	Suzuki	250
71	William Sykes		Skelton	Kawasaki	250
73*	Simon Marsh		Penhurst	Suzuki	250
88*	Steve Rathbone	Raceways Motorcycles	Blackpool	Suzuki	250
90	Sean Emmett	Fast Bikes Magazine	Camberley	Kawasaki	250

* Denotes eligibility for Novice Award

Lap Record:
To be established

RESULTS

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



MOTOR CYCLE NEWS SUPERTEEN CHAMPIONSHIP

The Motorcycle Race Promoters Committee is supporting the *Motor Cycle News* Superteen Series — the exciting new championship to find the next British Grand Prix rider.

Running in conjunction with the *Motor Cycle News* TT Superbike Challenge, the Superteen series is for teenagers (who must not be 20 years old before April 1, 1991) holding ACU novice or restricted licences on Supersports 400 specification machines.

There is over £15,000 in prize fund and lots of end-of-season incentives for the eventual champion.

Rounds are: June 23, Thruxton; July 14, Snetterton; July 21, Mallory Park; August 4/5, Donington*; August 26, Cadwell; September 21, Oulton Park; September 28/29, Donington; October 13, Knockhill; October 20, Brands Hatch.

* Provisional demonstration type race.

POWERBIKE INTERNATIONAL

Grid positions will be determined by timed practice

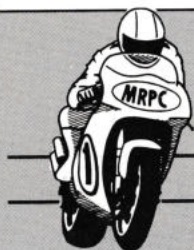
RACE 10
20 LAPS

No	Rider	Entrant	Home Town	Machine	cc
1	Terry Rymer	Team Loctite Yamaha	Barnhurst	Yamaha	750
3	Trevor Nation	JPS Norton Racing	Hinckley	Norton	588
6	John Reynolds	Kawasaki Motors	Nuthall	Kawasaki	750
8	Rob McElnea	Team Loctite Yamaha	Gainsborough	Yamaha	750
10	Roger Burnett	Team Silkolene Honda	Humberside	Honda	750
15	Matt Llewellyn	Saber Office Furniture	Glenfield	Yamaha	750
16	Mark Barker		Gainsborough	Yamaha	250
17	Ray Stringer	Mobil 1 Team Coleman	Nuneaton	Yamaha	750
18	Kevin Mitchell	Modd Builders	Burton upon Trent	Modd Aprilia	250
19	Mark Farmer		Crawley	Roton	588
20	Ron Haslam	JPS Norton Racing	Smalley	Norton	588
21	Ian Simpson	Francis Neal	Dalbeattie	Yamaha	750
23	Andrew Ward		Selby	Yamaha	750
24	Richard Defago		Oxted	Honda	750
25	John Burgess	R & B Electronics	Thornton Heath	Yamaha	750
26	John Barton		Rochester	Honda	750
30	David Real	TMF Motors	Stanford-le-Hope	Honda	750
32	Martin Barr		Doagh	Honda	250
33	Tim Bourne	Team Green Kawasaki	Ashford	Kawasaki	750
34	Neil Dove		Surbiton	Yamaha	750
35	Anthony Woodcock	Clarke Ind Services/Bromley Haulage	Tenterden	Yamaha	750
36	Peter Graves	Erith Building Supplies	Teddington	Honda	750
37	Chris Perrin		Carshalton	Yamaha	1040
38	Glen English	Aldridge Racing	Chelmsford	Kawasaki	750
39	John Mossey	Martin Jones	Royston	TBA	
40	Jason Sear		Waltham Abbey	Yamaha	750
41	Graeme Mitchell		Preston	Yamaha	250
42	Simon Watson	Searings (1988) Ltd	Saffron Walden	Yamaha	750
43	Timmy Wild	David Wild	Keighley	Ducati	888
44	Simon Bastow		Batley	TBA	
45	Ian Green	Delta Despatch	Maldon	Honda	750
46	Colin Gable	Weedon Classics	Andover	Honda	750
47	Royston Keen		Aldbourn	TBA	
48	Simon Crafar	Southern Cross Racing	New Zealand	Honda	750
49	Jim Bunton	Shades Records	Edenbridge	Yamaha	750
50	Tim Poole		Northwich	Honda	600
51	Adrian Clarke		Langley Mill	Yamaha	250
52	Simon Buckmaster	Padgetts Batley	Hatfield	Suzuki	500
53	Alan Irwin		Newtonabbey	Yamaha	250
62	Ian Cobby		Hatfield	Yamaha	750
64	Andy Green	Delta Despatch	Maldon	Honda	750
69	James Whitham	Team Grant Suzuki	Huddersfield	Suzuki	750
70	Jan Block		Holland	Yamaha	250
87	Brett Sampson	Armada Floors	Plympton	Yamaha	750
88	Alex Buckingham	Veco Automotive	Barnstaple	Yamaha	750

Lap Record:
Scott Russell (750 Kawasaki).....47.4s91.41mph6.5.91

RESULTS

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



MOTORCYCLE RACE PROMOTERS COMMITTEE

The Motorcycle Race Promoters Committee (M.R.P.C.) was formed in November 1990 by Two Four Sports (representing Donington, Thruxton, Pembrey and Castle Combe), Brands Hatch Leisure plc (representing Brands Hatch, Cadwell Park, Oulton Park and Snetterton), and Mallory Park Motorsport Ltd, to co-ordinate the programme of international and national motorcycle meetings and championships in the UK.

For 1991, the MRPC is the co-ordinator of the Motor Cycle News TT Superbike Challenge, the Open Sidecar Championship and the Central Despatch (London) Sidecar Championship.

Details of the championships can be obtained from:

John Ward, Group Motorcycle Sport Manager, Brands Hatch Circuits, Fawkham, Dartford, Kent DA3 8NG. Tel: (0474) 872331.

RACE 11 12 LAPS

MRPC OPEN SIDECAR

Grid positions will be determined by timed practice

No	Driver/Passenger	Entrant	Home Town	Machine	cc
1	Robert Fisher/Trevor Crone	Express Tyre Service	Cumbria	Krauser	500
2	Derek Brindley/Nick Roche		Doncaster	Padgett	500
3	Steve Webster/Gavin Simmons		York	LCR Krauser	500
4	Steve Abbott/Shawn Smith		Riddings	Krauser	500
6	Mick Boddice/Dave Wells	Brian Bardsley	Kidderminster	Yamaha	700
7	Mark Reddington/Robert Parker	Interlink Express Parcels	Stourbridge	Krauser	500
8	Barry Brindley/Scott Whiteside		Doncaster	Krauser	500
9	Roger Body/Andy Peach		Meopham	Krauser	500
10	Mike Cookson/Chris Hibberd		Welshpool	Krauser	500
12	Tony Baker/Simon Prior		Cumbria	Krauser	500
14	Clive Stirrat/Tony Strevens		Worthing	LCR	500
15	Eddy Wright/Andy Hetherington	Eddy's Motorcycle Centre	Saxton	Krauser	500
16	Brian Gray/Peter Basile		High Wycombe	ADM	500
17	Darren Dixon/Sean Dixon	Padgetts (Batley)	Cheriton	Krauser	500
18	George Hardwick/Ian Stapleton		Avon	Krauser	500
19	Mark Halliday/Simon Clare		Derby	Yamaha	600
21	Tim Rope/Dave Kavanagh		Kingsclere	Suzuki	1100
22	Darren Elliott/Russell Mason		Loughborough	Kawasaki	1100
23	Stuart Hall/Lee Eastell		Norwich	LCR	500
24	John Morrissey/Karl Firmin		Hornchurch	Krauser	500
25	David Hoskin/Stephen English	Gore Racing	London	Suzuki	1186
26	Barry Smith/Trevor Hopkinson		Peacehaven	Krauser	500
27	Roger Lovelock/Frazer Sutcliffe		Marlborough	Kawasaki	998
28	Gary Golder/Peter Carter		Swanscombe	Norton	588
30	Phillip Croft/Julian Paddock		Royston	Suzuki	1100
31	Andy Gaunt/Pete Willis		Sawley	Yamaha	700
32	Jeff Loveland/Ruth Clements		Nash	Krauser	500
33	Raymond Burrows/Paul Cleaves		Littlehampton	Yamaha	750
34	Colin Nicholson/Eddie Mills		Slough	RCN	700
35	Andy Westhead/Tony Darby		Blyton	Yamaha	700
36	Kenny Howles/Phil Coombes		Kidderminster	LCR	500
37	Gordon Shand/Peter Hill		Ayrshire	Shand	1052

Lap Record:
Webster/Hewitt (500 Krauser) 47.9s 90.45mph 15.10.89

RESULTS

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

FACT FILE

THE MRPC OPEN SIDECAR CHAMPIONSHIP

Organised by: MRPC.

Specification: Sidecars with engines 401-1300cc, 4 cylinders maximum, 6 gears maximum, minimum weight 180kg.

Awards: At each round, prize money will be awarded to the first ten finishers on the scale: 400, 300, 200, 150, 125, 100, 80, 70, 50, 25.

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

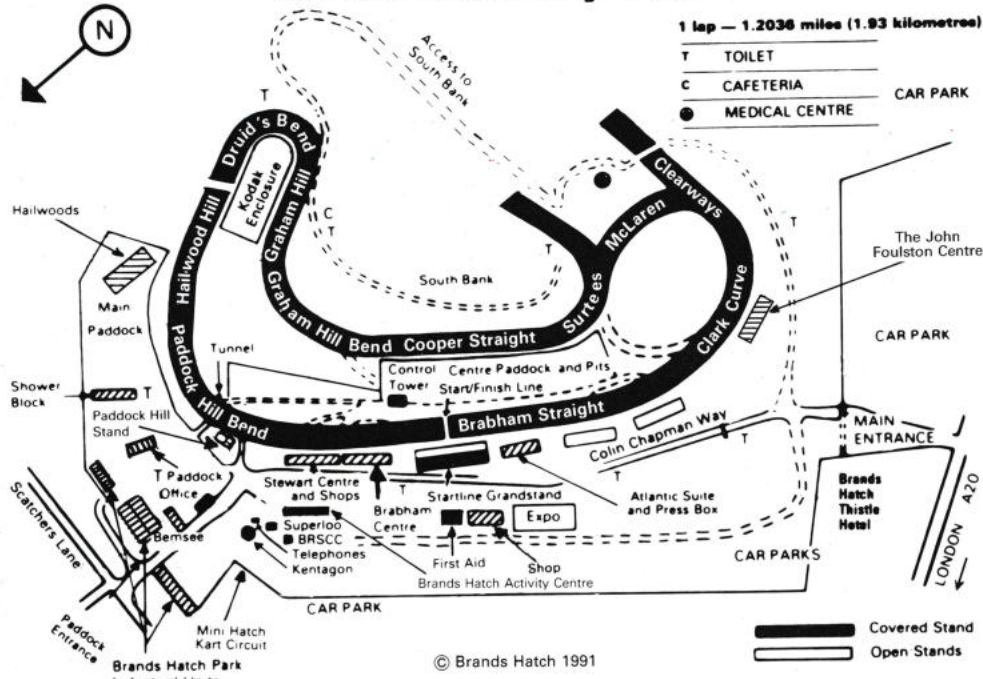
Qualifying rounds: May 5, Mallory Park; May 6, Brands Hatch; June 23, Thruxton (cancelled); July 14, Snetterton; September

22, Cadwell Park; September 28/29, Donington Park; October 19/20, Brands Hatch.

Leaders' points:

1 D. Brindley/S. Whiteside	60
2 D. Brindley/N. Roche	52
3 K. Howles/A. Langton/P. Coombs	49
4 E. Wright/A. Hetherington	48
D. Hoskins/S. English	38
6 T. Rope/D. Kavanagh	34

Brands Hatch Indy Circuit



INDY CIRCUIT MOTORCYCLE RECORDS:

Sidac Record:
Steve Webster/Tony Hewitt (500 LCR Krauser).....47.9s.....90.46mph15.10.89

Solo Record:
Scott Russell (750 Kawasaki).....47.4s.....91.41mph6.5.91

Brands Hatch Speed Table

1 Lap = 1.2036 Miles

Time		Speed		Time		Speed		Time		Speed		Time		Speed		Time		Speed		Time		Speed	
secs	mph	secs	mph	secs	mph	secs	mph	secs	mph	secs	mph	secs	mph	secs	mph	secs	mph	secs	mph	secs	mph	secs	mph
35.0	123.80	38.4	112.84	41.8	103.66	45.2	95.86	48.6	89.16	52.0	83.33	55.4	78.21	58.8	73.69	62.1	69.77	65.4	66.25	68.7	63.07	72.0	58.16
35.1	123.45	38.5	112.54	41.9	103.41	45.3	95.65	48.7	88.97	52.1	83.17	55.5	78.07	58.9	73.56	62.2	69.66	65.5	66.15	68.8	62.98	72.1	58.05
35.2	123.10	38.6	112.25	42.0	103.17	45.4	95.44	48.8	88.79	52.2	83.01	55.6	77.93	59.0	73.44	62.3	69.55	65.6	66.05	68.9	62.89	72.2	57.94
35.3	122.75	38.7	111.96	42.1	103.92	45.5	95.23	48.9	88.61	52.3	82.85	55.7	77.79	59.1	73.32	62.4	69.44	65.7	65.95	69.0	62.80	72.3	57.83
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	72.4	57.72
35.5	122.05	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	72.5	57.61
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	72.6	57.50
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	72.7	57.39
35.8	121.03	39.2	110.52	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	72.8	57.28
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	72.9	57.17
36.0	120.36	39.4	109.97	42.8	101.24	46.2	93.79	49.6	87.36	53.0	81.75	56.4	76.83	59.8	72.46	63.1	68.67	66.4	65.26	69.7	62.17	73.0	57.06
36.1	120.03	39.5	109.70	42.9	101.03	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	73.1	56.95
36.2	119.70	39.6	109.42	43.0	100.77	46.4	93.38	49.8	87.01	53.2	81.45	56.6	76.55	60.0	72.22	63.3	68.45	66.6	65.06	69.9	61.99	73.2	56.84
36.3	119.37	39.7	109.14	43.1	100.53	46.5	93.18	49.9	86.83	53.3	81.29	56.7	76.42	60.1	72.10	63.4	68.34	66.7	64.96	70.0	61.90	73.3	56.73
36.4	119.04	39.8	109.09	43.2	100.30	46.6	92.98	50.0	86.66	53.4	81.14	56.8	76.28	60.2	71.98	63.5	68.24	66.8	64.86	70.1	61.81	73.4	56.62
36.5	118.71	39.9	108.60	43.3	100.07	46.7	92.78	50.1	86.49	53.5	80.99	56.9	76.15	60.3	71.86	63.6	68.13	66.9	64.77	70.2	61.72	73.5	56.51
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	73.6	56.40
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	73.7	56.29
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	73.8	56.18
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	73.9	56.07
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	74.0	55.96
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	74.1	55.85
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	74.2	55.74
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	64.00	71.0	61.03	74.3	55.63
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	74.4	55.52
37.5	115.55	40.9	105.94	44.3	97.81	47.7	90.84	51.1	84.79	54.5	79.50	57.9	74.84	61.3	70.68	64.6	67.07	67.9	63.81	71.2	60.86	74.5	55.41
37.6	115.24	41.0	105.68	44.4	97.59	47.8	90.65	51.2	84.63	54.6	79.36	58.0	74.71	61.4	70.55	64.7	66.97	68.0	63.72	71.3	60.77	74.6	55.30
37.7	114.93	41.1	105.42	44.5	97.37	47.9	90.46	51.3	84.46	54.7	79.21	58.1	74.58	61.5	70.45	64.8	66.87	68.1	63.63	71.4	60.69	74.7	55.19
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	74.8	55.08
37.9	114.33	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	74.9	54.97
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	75.0	54.86
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	75.1	54.75
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	75.2	54.64
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										

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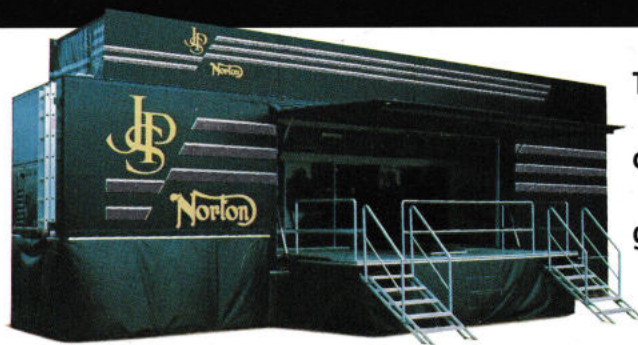
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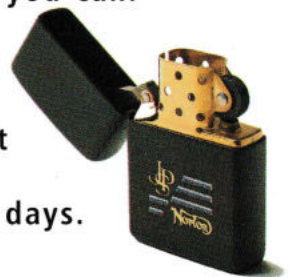
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