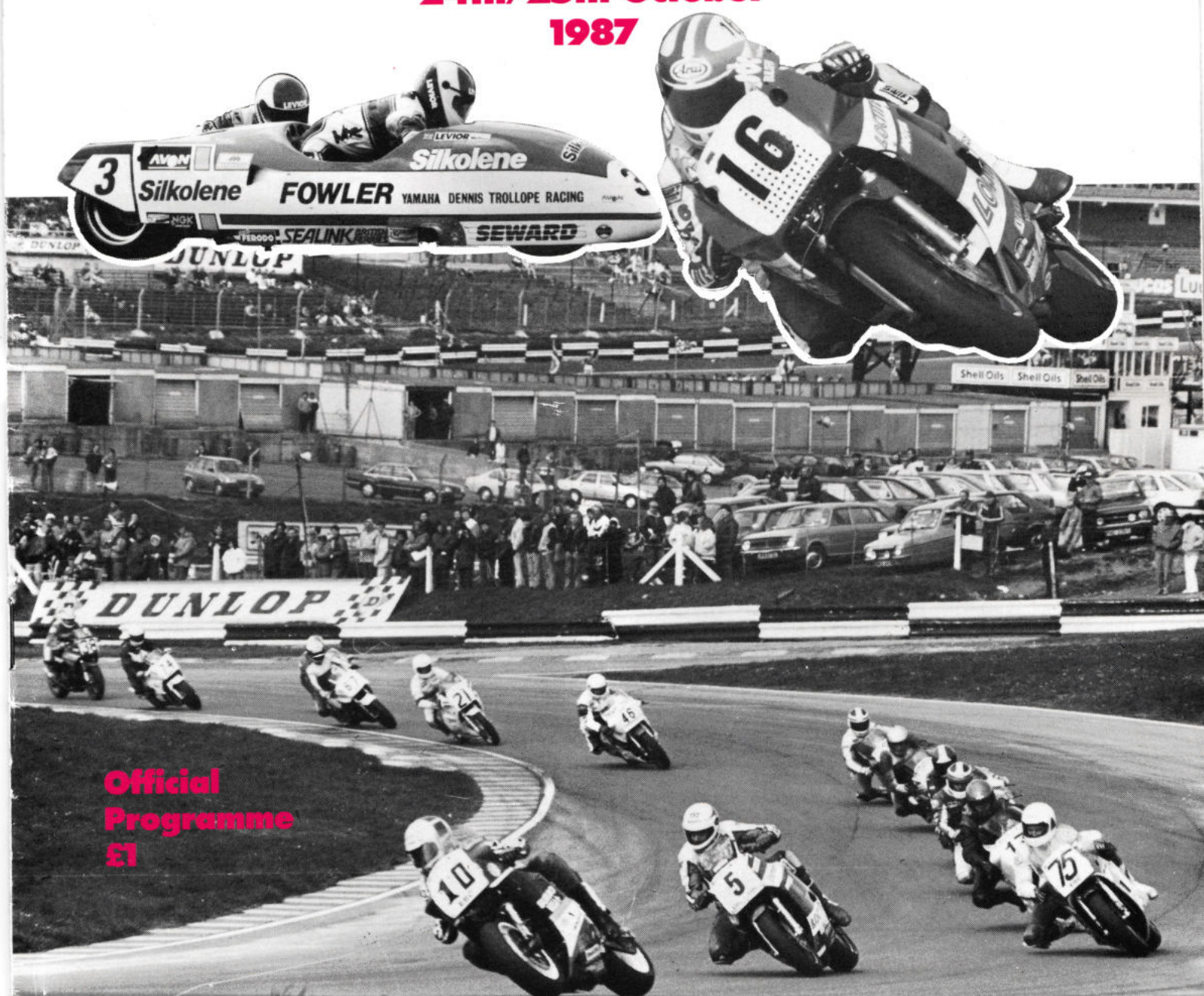


Shell Oils

Powerbike International Motor Cycle Races

**Saturday/Sunday
24th/25th October
1987**



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Shell Oils Powerbike International Road Races

Organised by Kent Racing Combine



BRANDS HATCH (Indy Circuit)

Saturday/Sunday 24th/25th October, 1987

To be held under the General Competition Rules 10th Edition, of the Auto-Cycle Union and the International Sporting code of the Federation Internationale Motorcyclists.
ACU Permit No: 1793 Permanent Course No: 005 IMN No: 07/40

TIMETABLE

Saturday, 24th October, 1987

Practice

09.00-09.20 (Timed)	Event 3:	Metzeler Class 'B'
09.25-09.40	Event 4:	Shell Oils 'Super 2'
09.45-10.05 (Timed)	Event 4:	Shell Oils 'Super 1'
10.10-10.25	Event 5:	ACU Moto Prix 250 Heat
10.30-10.55 (Timed)	Event 2:	Honda CBR
11.00-11.20 (Timed)	Event 10:	Shell Oils Int FI & II
11.25-11.40	Event 6:	Yamaha TZR Cup
11.40-12.00 (Timed)	Event 3:	Metzeler Class 'A'

Racing: 1st Race 13.00

10 laps	Race 1:	(Event 4):	A Heat to Qualify for the Final Round of the Shell Oils ACU Superbike Championship Super Two
10 laps	Race 2:	(Event 3):	The Final Round of the 1987 ACU Metzeler Production Championship Class 'B'
10 laps	Race 3:	(Event 5):	A Heat to Qualify for the 1987 ACU British Championship for the Moto Prix Trophy 250cc only
10 laps	Race 4:	(Event 4):	The Final Round of the ACU Shell Oils Superbike Championship 'Super One'
10 laps	Race 5:	(Event 2):	The Final Round of the Honda Bike CBR Challenge
10 laps	Race 6:	(Event 10):	The Shell Oils TT Formula 1 & II International Race
10 laps	Race 7:	(Event 6):	The Final Round of the SBS/Yamaha TZR Cup
10 laps	Race 8:	(Event 3):	The Final Round of the ACU Metzeler Production Championship Class 'A'
10 laps	Race 9:	(Event 4):	The Final Round of the 1987 Shell Oils/ACU Superbike Championship 'Super Two'

Sunday, 25th October, 1987

Practice

09.00-09.20 (Timed)	Event 5:	ACU Moto Prix 375-1300cc
09.25-09.40	Event 5:	ACU Moto Prix 201-250cc
09.45-10.05 (Timed)	Event 5:	ACU Moto Prix Sidecars
10.10-10.30 (Timed)	Event 9:	Shell Oils 250 International
10.35-10.50	Event 7:	Kenning's Classic
10.55-11.20 (Timed)	Event 1:	MCN/EBC Superstock
11.25-11.45 (Timed)	Event 11:	Shell Oils International Sidecar
11.45-12.00 (Timed)	Event 8:	Shell Oils Powerbike International

Racing: 1st Race 13.00

15 laps	Race 1:	(Event 5):	The Final Round of the 1987 ACU British Championship for the Moto Prix Trophy, 375-1300cc Machines
15 laps	Race 2:	(Event 5):	The Final Round of the 1987 ACU British Championship for the Moto Prix Trophy, 201-250cc Machines
15 laps	Race 3:	(Event 5):	The Final Round of the 1987 ACU British Championship for the British Midland Moto Prix Trophy, Sidecars 375-1300cc
12 laps	Race 4:	(Event 9):	The Shell Oils 250 International
15 laps	Race 5:	(Event 1):	The Final Round of the 1987 Motor Cycle News/EBC Brakes Superstock Series
10 laps	Race 6:	(Event 7):	The Final Round of the 1987 Kenning's Tyres 'Classic Bike' Magazine Championship
12 laps	Race 7:	(Event 8):	The Shell Oils Powerbike Invitation Race
10 laps	Race 8:	(Event 11):	The Shell Oils Sidecar International Race

This programme has been produced by Linda Keen on behalf of Brands Hatch Circuits Ltd, and printed by Chandlers (Printers) Ltd, 88a Reginald Road, Bexhill-on-Sea, East Sussex.

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Fawkham, Dartford, Kent DA3 8NG
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Please do not leave litter about the grounds—take it with you. Remember to drive with care and caution when leaving the grounds. To safeguard both competitors and public—**animals are not admitted. This is most important.**

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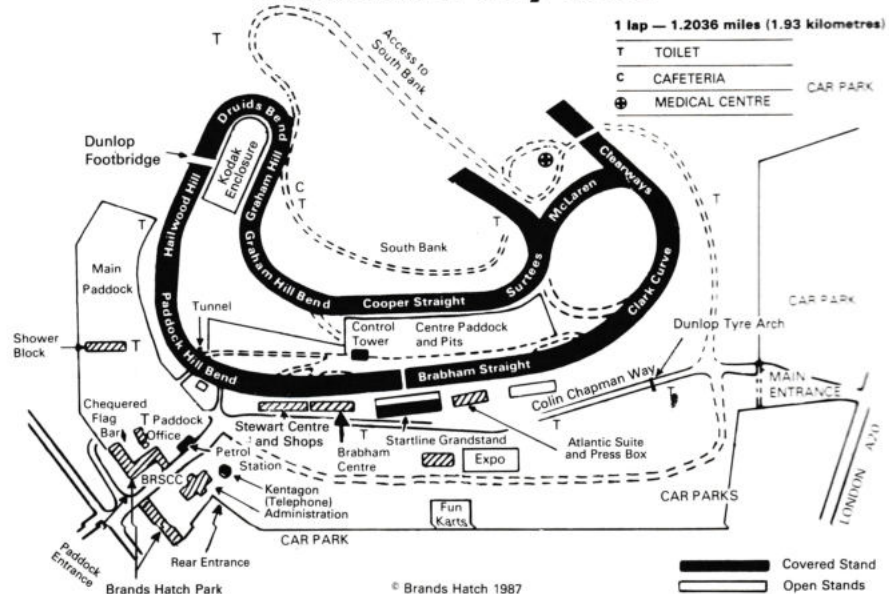
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The above is situated at the rear of the main grandstand building and is signposted 'Police Enquiries'. All enquiries relating to property lost or found, children lost or found wandering, theft from cars or other signs of tampering, emergency messages 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 your co-operation.

Brands Hatch Indy Circuit



INDY CIRCUIT RECORD:
Danny Ongais (2643cc Parnelli VPJ6B Ford Cosworth DFX t/c)
 Race Record: Tony Trimmer (2993cc Surtees TS19 Ford Cosworth DFV)

41.4	104.66	7.10.78
	100.63	26.6.77

Lap Speed Table

Brands Hatch Speed Table
1 Lap = 1.2036 Miles

$$\text{SPEED (in mph)} = \frac{1.2036 \times 3600 \times \text{No of laps}}{\text{TIME (in seconds)}}$$
[illegible]

Awards

Event 1: 1st £400, 2nd £250, 3rd £200, 4th £150, 5th £120, 6th £100, 7th £90, 8th £80, 9th £60, 10th £50.
Event 2: 1st £200, 2nd £130, 3rd £80, 4th £70, 5th £60, 6th £55, 7th £50, 8th £45, 9th £40, 10th £40, 11th £30, 12th £30, 13th £25, 14th £25, 15th £20, 16th £20, 17th £20, 18th £20, 19th £20, 20th £20.
Event 3A: 1st £200, 2nd £150, 3rd £100, 4th £80, 5th £70, 6th £50, 7th £40, 8th £30, 9th £20, 10th £10.
Event 3B: 1st £200, 2nd £150, 3rd £100, 4th £80, 5th £70, 6th £50, 7th £40, 8th £30, 9th £20, 10th £10.
Event 4 — Super One: 1st £400, 2nd £300, 3rd £200, 4th £160, 5th £140, 6th £100, 7th £80, 8th £60, 9th £40, 10th £20.
Event 4 — Super Two: 1st £200, 2nd £150, 3rd £100, 4th £80, 5th £70, 6th £50, 7th £40, 8th £30, 9th £20, 10th £10.
Event 5 — For Each Class: 1st £250, 2nd £200, 3rd £160, 4th £150, 5th £130, 6th £120, 7th £110, 8th £100, 9th £70, 10th £60, 11th £50, 12th £40, 13th £30, 14th £20, 15th £10.
Event 6: 1st £200, 2nd £100, 3rd £80, 4th £50, 5th £40, 6th £20.
Event 7 — 500cc Class: 1st £100, 2nd £65, 3rd £40, 4th £20, 5th £15, 6th £10.
Event 7 — 350cc Class: 1st £80, 2nd £50, 3rd £30, 4th £15, 5th £10.
Event 7 — 250cc Class: 1st £55, 2nd £35, 3rd £20.
Event 8: 1st £400, 2nd £200, 3rd £150, 4th £140, 5th £130, 6th £120, 7th £110, 8th £80, 9th £60, 10th £50, 11th £40, 12th £20.
Event 9: 1st £400, 2nd £200, 3rd £150, 4th £140, 5th £130, 6th £120, 7th £110, 8th £80, 9th £60, 10th £50, 11th £40, 12th £20.
Event 10: 1st £400, 2nd £200, 3rd £150, 4th £140, 5th £130, 6th £120, 7th £110, 8th £80, 9th £60, 10th £50, 11th £40, 12th £20.
Event 11: 1st £400, 2nd £200, 3rd £150, 4th £140, 5th £130, 6th £120, 7th £110, 8th £80, 9th £60, 10th £50, 11th £40, 12th £20.

Acknowledgements

The Kent Racing Combine would like to thank all Marshals, Officials, Breakdown Services and Members of the St John Ambulance Brigade for their valued assistance at today's meeting. The programme editor wishes to thank Océ — first for our copying services.

Flag signals

Red: Immediate stop by all riders. Only used by the Clerk of the Course or his deputy and displayed only at the start/finish line.
Yellow plus yellow with red stripes held crossed: These two flags shown crossed diagonally and held aloft, indicate the race has been stopped and is accompanied by a red flag (see above) at the start/finish line.
Yellow (waved): Great danger in section of track ahead; slow down, proceed with caution.
Yellow (motionless): Danger in section of track ahead; take care, no overtaking, maintain positions until clear of section displaying yellow flag.
Green: Course clear. Used on marshals' posts to indicate their position to riders on first lap of all practice sessions. Also shown immediately after the post where a yellow flag has been shown to indicate circuit now clear ahead.
Black: Accompanied by riders number on separate board. That rider to stop in pits next time round. Always shown at start/finish line on special instructions from Clerk of the Course.
Yellow with red stripes: Oil flag. Displayed when oil has been dropped on the circuit in that section, displayed until the hazard has been dealt with. Also denotes slippery surface ahead.
White: Ambulance or course car on circuit.
Yellow with black cross: Denotes start of last lap.
Black/white chequered: Denotes finish of race, usually waved at the winner and held motionless until every other rider has passed.
NB: Races at all Brands Hatch Circuits are started using a system of red and green lights.

The rest of the year ... at Brands Hatch

October 30/31/	Formula Ford Festival and World Cup Qualifying Races	BRSCC	FF1600, FF2000, S2000	£3—A; CF; £1—P; £1—S (EACH DAY)
NOVEMBER 1	FIRST EDITION FORMULA FORD FESTIVAL AND WORLD CUP	BRSCC	FF1600, FF2000, S2000, AND CELEBRITY	£5—A; CF; £1—P; £1—S
November 15	BBC Grandstand FF2000 Series	Toaks & DMC	FF2000, FF1600, Saloons	£4—A; CF; PF; SF
November 22	BBC Grandstand FF2000 Series	BHRC	FF2000, FF1600, Saloons	£4—A; CF; PF; SF
November 28	Shell Oils Rallysprint		Rally Stage, Race, Autotest	£3—A; CF; PF; SF
November 29	BBC Grandstand FF2000 Series	BHRC	FF2000, FF1600, Saloons	£4—A; CF; PF; SF
DECEMBER 5/6	MOTAQUIP BRITISH RALLYCROSS GRAND PRIX	RACMSA	RALLYCROSS	£4—A; CF; £2—P; £2—S (EACH DAY)
December 13	BBC Grandstand FF2000 Series	BHRC	FF2000, FF1600, Saloons	£4—A; CF; PF; SF
December 19/20	TVS Rallycross	BRDA	Rallycross	£3—A; CF; PF; SF (EACH DAY)

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Huewen's Superstock stormer

by John Brown



King of the Superstock Series, Keith Huewen is out to end his first championship winning season in four years with victory on his Loctite Yamaha. And (left) Huewen looks happy, and for good reason, having just won the MCN/EBC Brakes Superstock Series.

Photos: Perry Sports Photography and Phil Masters

KEITH HUEWEN regained top place in a major British Championship after a four year absence. He took victory on a borrowed bike and with two broken ribs, in the penultimate round of the MCN/EBC Brakes Superstock Series at Cadwell Park three weeks ago.

But 30-year-old Huewen, still sore from the rib injury and aching from a ligament strain in his shoulder following a ten rider pile-up at the Cadwell meeting, is determined to go out with the winner's laurels this weekend.

'I wanted to clinch the title at Cadwell so that for the first time this year I could race in a relaxed frame of mind in the final round at Brands Hatch', said the Wollaston, Northants, rider.

Huewen recalls the nightmare of the first lap multi pile-up at Cadwell that almost

robbed him of the Superstock Championship that seemed to be going his way with comparative ease.

'I had my first win in the Championship there earlier in the season and I had set myself up to clinch the deal', he said. 'The race had just started and suddenly I was down in a m  le of men and machines. I was in pain as I picked myself up and I could see the machine was in a bad state. I was determined to be in the re-run and borrowed my team mate Trevor Nation's bike'.

'Against early season odds I was in with a big chance of winning my first title since 1983 when I took the MCN Masters crown, and as long as I could move I wasn't going to let it slip away'.

Huewen joined the Loctite Yamaha team, managed by former racer Steve Parrish, at the start of this year. In the early rounds of

the Superstock Championship his machine was plagued with minor teething problems, so for Huewen it was a case of going for high placings rather than victory.

'Suddenly I found myself in the lead because of consistent finishes and when things started to come right I set my sights firmly on winning the championship', said Huewen.

Huewen's first victory in the series did not come until the sixth round at Cadwell, but with the exception of the seventh round at Thruxton where problems kept him out of the scoring, he has never finished outside the top four.

Racing at Brands Hatch always brings back fond memories for Huewen, because it was there in 1979 that he rode as a member of the British team in the Transatlantic match races for the first time. 'It was in that series that I was also given the number 16 riding number that I have retained ever since', added Huewen who also clinched the British Championship in 1979 in just his third year of racing.

Although Huewen is home and dry at the top of the Superstock Championship the battle is still well and truly on for the next nine places at least.

Five riders are in contention for the runner-up spot with Yorkshireman Phil Mellor hanging on by a mere 1.5 point lead over Londoner Terry Rymer as they go into the final fight out.

Rymer proved to be the sensation of the series, when in his first season of national racing, he won the first two rounds of the series at Brands and Mallory Park with his 750cc Yamaha.

He was among those who went down in the Cadwell crash and will be racing this weekend with a broken collar bone. 'I am still in pain but I am determined to race at Brands because I have still got my eye on that second place', said the plumber from Lee Green.

Because of his injury Rymer was unable to

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go out in the Cadwell re-run, and in fact lent his machine to Trevor Nation who starts the final round in sixth place.

Despite his injury handicap Rymer is confident that his track knowledge could just be enough to swing the decision his way over Heron Suzuki teamster Mellor.

Just two points behind Rymer is confident Buckinghamshire rider Roger Hurst who has combined endurance racing with short circuit events this year. He won the Snetterton round and came right back to form with second place on his 750 Yamaha to Huewen in the penultimate round.

Six points further down the table and still in with a chance of grabbing second spot is fifth placed Teessider Andy McGladdery who races a Honda, and starts the final round only 4.5 points ahead of next best Loctite Yamaha rider Nation.

Behind the top six there is promise of a tough four-way battle between James Whitham, Colin Breeze, Steve Chambers and Gary Noel, who are separated by just six points.

Seventh in the table Whitham came into the reckoning with his Heron Suzuki when he won the eighth round at Mallory and also snatched the two bonus points for the fastest lap. The young Huddersfield rider, a protégé of Mick Grant, has improved steadily throughout his first season in the big class and two weeks ago clinched the Star of Darley Moor title.



Trevor Nation (above) has had a lean year since joining the Steve Parrish-managed Loctite Yamaha squad, but he is out to make amends this weekend, Ray Swann made his debut in Grand Prix racing this year but has still been able to give champion Roger Marshall a tough time in the Motoprix British Championship.

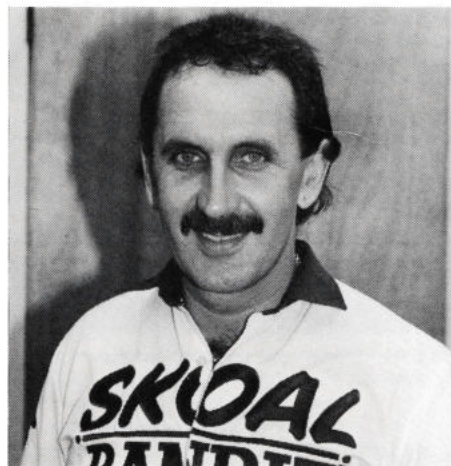
Photos: Perry Sports Photography



Colin Breeze from Market Harborough, Leicestershire, is another rider to come to the fore this season, while Lincolnshire's Chambers and Noel from Frimley, Hants, have proved that they are equally at home on the big bikes as they are on the 250s.

A rider likely to upset the plans of the top ten is Luton's Ray Swann who is poised to make a breakthrough on his Colin Aldridge Suzuki.

Marshall's victory treble?



Record-breaking Roger Marshall has already clinched his 12th British Championship in his 18th year of racing.

Photo: Phil Masters

ROGER MARSHALL, with a record breaking 12 home championships to his credit, will be looking to a victory treble to bring his 18th season of racing to a triumphant conclusion this weekend.

"Obviously I am aiming to win the main Powerbike race if I can, but I am equally determined to stamp my authority on the Motoprix British and Shell Oils Super One Championships which I have already clinched", declared the 36-year-old Humber-sider.

The remarkable Marshall who, like a fine wine, improves with maturity, is unbeaten as he goes into the final round of the British Championship, having taken his 1100cc four-stroke Skoal Bandit Suzuki to victory at Mallory Park, Silverstone and Donington Park.

In the first two races, both run in torrential rain, second place went to Ray Swann on the 500cc three cylinder Honda which he rode

during his entry into grand prix racing this year. But in the third, at dry Donington, he took a high speed tumble in the opening stages and it was Marshall's team mate Paul Iddon, in the championship for the first time, who gave chase to the champion.

With two third places to help him on his way, yet another Suzuki teamster James Whitham has drawn level with the luckless Swann in second place and their battle for the runner-up spot could well be the highlight of this weekend's final round.

The Suzuki strength is added to by TT winner Phil Mellor who will be looking to a final round boost to improve the rather lowly, for him, sixth position which he shares with Superstock Champion Keith Huewen on the Loctite Yamaha.

Fourth place in the championship could easily go to either of these riders plus Iddon and Gary Noel while the rather underestimated "Captain" Mark Phillips from Lincoln, Brands specialist Terry Rymer and always a possible race winner Trevor Nation are waiting in the wings to power into the top five from the

"We want Information . . .!"

The **Information Caravan** will operate throughout the weekend for general enquiries and sales of Shell Oils Powerbike International programmes.

Brands Hatch Publication's new "Formula Ford" book is on sale here, Nigel's Day books — the story of Nigel Mansell's 1986 Shell Oils British Grand Prix victory at Brands Hatch — will also be available, and various other items.

★ *Situated near to the Paddock Bend Stand* ★

Continued from page 5

eight spot they currently share.

Marshall has also dominated the Shell Oils Super One Championship, having won five of the preceding seven rounds on his Suzuki. Mellor has also fared better in this title chase and is set to take second place while third spot has already been captured by Phillips on his 500cc Padgett Suzuki.

However, fourth place is still firmly in the melting pot with Swann and Roger Hurst sharing the position as they go into the Brands decider, with third in the F1 world championship Iddon and privateer Colin Breeze on a 750 Yamaha, in strong positions to make a challenge. Again Whitham, Nation and Steve Chambers are within striking position to alter the final top five placings.

For outsiders likely to spoil the championship leaders' dash for points, watch Ulstermen Mark Farmer and Alan Irwin and former 250cc top man Alan Carter who has spent most of the year racing in the States but is taking in the end of season events in England with a 500cc Padgett Suzuki.



South East London-based Irishman Conor Brennan is out to give the top championship contenders a tough time with his 250cc Honda.
Photo: Phil Masters

HONDA BIKE CBR CHALLENGE

Positions after eight rounds:

1 Geoff Johnson	77
2 Brian Morrison	48
3 Eric McFarlane	41
4 Chris Brenneck	40
5 Ian Waine	35
6 Alan Batson	30
7 Kevin Mawdsley	29
8 John Gainey	28
9 Ian Young	27
10 Brian Nicholson	26



David Heal, the Champion of Brands and winner of over 50 races this season, heads the pack into Brands on his 350cc Yamaha.

Photo: John Downs

Closest of the 'One Make Series'

The SBS/TZR 250 Challenge Series sees 30 young 'up and comers' battling with each other on identical 125 mph Yamaha TZR production bikes and without doubt, produces the closest racing of the currently popular 'one make' series.

It's been called the 'new Pro-Am', with fans remembering the sensational events in the Yamaha RD350 Pro-Am Series from 1981 to 1984, when just a single second would cover a whole flock of machines as they barged each other to the chequered flag. This all-out 'arms and elbows' action has also been a feature of the SBS/TZR clashes... as have the slides, skids and spills that characterised the Pro-Am.

'Put 30 young chargers on identical machines with street tyres and you are bound to see some action', says series promoter, Bruce Cox of Performance Sports. That fact was borne out by a mid-season race at Snetterton that saw eight different leaders in eight laps... with four of them crashing out of the tussle in quick succession. And even with half the leading bunch gone, the remaining quartet were separated by less than a second.

With the bikes having to remain in standard tune, control is essential in order to

maintain fair, close racing. Performance Sports has one of the best men in the business to ensure this. Former British 125cc champion and double winner of the Honda 125 Championship in the seventies, Rod Scivyer, is the company's Technical Inspector as well as being an ACU scrutineer to international level. He has the respect of the riders and the would-be tuners. They know that Rod knows exactly what he is looking for when the engines of the winner and others from the top six are stripped for inspection. It's the same job that he does for Superstock and it is no coincidence that these two series are the closest-fought in British racing.

YAMAHA SBS/TZR 250 CHALLENGE

Positions prior to final round:

1 Garry Thrush	106
2 Darren Dixon	76
3 Mike Edwards	69
4 John Corin	52
5 Ian Wareham	46
6 Kevin Mawdsley	40
7 Andy Muggleton	39
8 Jonny Towers	33
9 David Ball	28
10 Trevor Clow	27

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CRAYFORD (0322) 526900

The only rider who can stop impressive young Ulsterman Gary Cowan scooping the 250cc Motoprix British Championship with his Honda is Lincolnshire's equally impressive Andy Machin who rides an Austrian Rotax engined machine. With two seconds and a third he is only seven points ahead of his challenger who failed at a wet Mallory but came right back into the reckoning with victory at Donington.

Lancastrian Kevin Mitchell could pip Machin for second spot with his Yamaha but his third place is under even more threat from top British 250cc Grand Prix campaigner Scot Donnie McLeod on Dr Joe Ehrlich's EMC, Carl Fogarty on a Honda and Steve Patrickson on a Yamaha. These three riders all share fourth place and with McLeod a possible Brands winner, even Machin's second place is under threat.

Grand Prix commitments kept McLeod out of

the first round but victory by a whisker from Machin in a wet second Silverstone round, put him straight in as favourite for the championship spot. Then at Donington his chances faded when the clutch of his machine failed on the start line and after one coasting lap he was forced to pull out and let the home crown slip from his grasp.

Veteran Pete Hubbard from Lincoln and new man to watch in the class Phil Borley from Southend are in line to benefit from any mistakes the leaders may make.

A battle of the roses is on the cards for the final round of the Shell Oils Super Two championship with Yorkshire white rose Patrickson setting off with a slender lead over red rose rival Fogarty from Blackburn, Lancs. And still in contention to upset the two man sort out is possible race winner Machin.

Patrickson set a searing pace with victory in the first two rounds at Donington and Cadwell,

Machin fought back into the reckoning with wins in the following two at Knockhill and Snetterton, and then Fogarty powered in to final round contention with first places in the following three at Mallory Park, Thruxton and Scarborough.

With no chance of making the top three but determined to hang on to a relatively safe fourth place is former Manx GP winner Steve Hislop who comes from the Borders town of Jedburgh.

Mitchell has the outside chance of drawing level on points but he too could be overhauled by Derbyshire's Rob Orme. The "spoilers" on this occasion comprise TT winner from Ireland Eddie Laycock, Brigg based Ian Burnett — brother of Rothmans Honda Grand Prix teamster and last year's British Champion Roger — and, if he gets a competitive Honda in time, Halifax rider Alan Carter.

John Brown

Taking the chair . . .

Yorkshire heroes Steve Webster and Tony Hewitt will be racing in front of their Brands Hatch fans for the first time since clinching the Sidecar World Championship and while going for their third British Championship in a row.

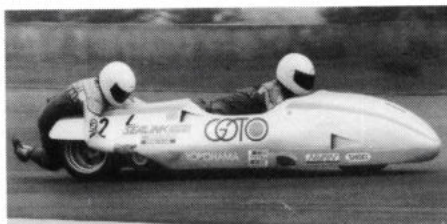
But although they have mastered the world, and become the first Britishers to take a world crown since Jock Taylor's sidecar success back in 1980, and have won the first two rounds of the home championship they refuse to accept they do not have a battle on their hands.

"With the third round at Silverstone abandoned because of bad weather, the Brands race this weekend becomes even more crucial," said 27-year-old newlywed Webster. "Preparation of the machine is of the utmost importance because if we fail to finish there are two other crews who could pip us at the post."

Only challengers are Kent-based Japanese driver Yoshida Kumagaya and his British passenger Brian Barlow, who have secured second and third places, and their Fowlers of Bristol stablemates Barry Brindley and Graham Rose, who after a disappointing sixth in the opening Mallory round, came in to the reckoning with second spot at Donington Park.

"It may seem that it is all over and done with but anything can happen and I shall not be convinced we have made it three in a row until we hopefully cross the winning line in first place", confirmed passenger Hewitt.

Since wrapping up the Sidecar World Championship with second place in the penultimate round at the Swedish Grand Prix — having taken four victories including one at the Shell Oils British



Japanese driver Yoshisada Kumagaya (above left) and Brian Barlow. Husband and wife team, Dennis and Julia Bingham (above right) lead John Barker and Steve China. Local challengers Dave Lockyer (bottom left) and Rob Hitchcock. World Champions Steve Webster and Tony Hewitt (bottom right).
Photos: Perry Sports Photography and Phil Masters

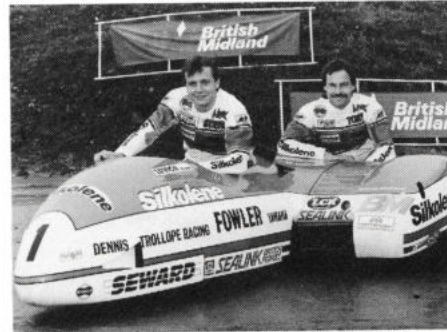


GP at Donington — the pair have embarked on a British circuit tour.

"We have had wins at places like Knockhill and Darley Moor as well as Donington again and Mallory but really the main home outing for us, is this weekend at Brands", said Webster.

"It was at Brands that Tony and I first raced with an international licence in 1982. It was a one meeting affair after we had clinched the Marlboro Clubmans Championship at Silverstone, just a few months after we met for the first time."

This weekend three crews Ray Lawrence/Alan Rawlins, Tony Baker and John Hennigan and brothers Lindsay and Gary Hurst, who all share



fourth place, have the tempting outside chance of moving up as far as second place if either Kumagaya or Brindley strike trouble.

"It may not seem like it at first glance but we are all in rather a nail-biting situation, mainly because of the loss of the Silverstone event", said Brindley.

Among those on the outside who will be out to get further into top championship places, are this year's overall sidecar TT winners from Ulster, Lowrey Burton, the oldest man ever to win in the Isle of Man races and passenger Pat Cushmanhan, and local pairing Gary Thomas and Syd Naylor who would love to give their home crowd something to cheer about.

John Brown

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Rymer's road to success

by Paulo Araujo

When Terry Rymer takes his place on the grid for the final round of the MCN/EBC Superstock series this weekend, the 20-year-old from Lee Green, SE London, will be well on the way to realising his childhood ambition of becoming a professional road racer.

Not that he is, in any way, a stranger to the twists and turns of Brands Hatch. Terry started his career here, when dad Terry senior, himself a keen motorcyclist, found the road antics of his 15-year-old offspring a bit too much for the South Circular and bought a second-hand Yamaha 250 LC to start him racing.

Six-footer Rymer went on to clean up the club circuit, winning some 150 races along the way, many of them here at the Kent circuit.

From the beginning, his talent was noticed by people who make a habit of spotting up-and-coming stars, like Kent 2-stroke wizard Stan Stephens who at one time tuned Terry's Production Yamahas.

More than anyone else, his family believed in him. 1985 ended with a win in the final of the 350 Marlboro Production Championship at Silverstone in a memorable televised scrap that saw him break the lap record. Realising he had nothing more to learn from club racing, Terry decided to try the National Championships the following year.

The Rymer clan equipped themselves with a Grand Prix Suzuki RG 500, aboard which Terry equalled Snetterton's lap record first time out. But GP machines are fragile and



Terry Rymer

the cost of maintaining it proved crippling. To make matters worse, Terry had a practice crash that aggravated an old wrist injury, putting him out for the rest of the season. By then though, someone else believed in the young Londoner's abilities: Giuseppe Garozzo, the Sidcup Yamaha dealer where the first LC had been bought, gave him a brand new FZ750.

A brief outing at last year's Shell Oils Powerbike International convinced Terry that what he really wanted to do was the prestigious Superstock series.

By then, young Terry had started work with his father for Nationwide Maintenance, which sponsored him for tyres over the

season ... Further help came from Sterns Disco and Hooper coachbuilders. Ace tuner Tony Scott was entrusted with the blue-printing of the engine and both Terrys would set up the rest of the bike, since it transpired one of Terry juniors talents was the ability to report accurately on any modifications made — and therefore develop the basically standard FZ as a racing machine.

Success at Brands

Their success can be judged by the small storm they caused by cakewalking the first round of the series, here at Brands on May 4th. The sceptics dismissed it as a fluke due to his 'specialist' circuit knowledge, to which Terry replies in his usual no-nonsense way: 'I don't know what they mean by circuit knowledge ... people like Huewen were going fast around here when I was at junior school!'

Which of course is true. To prove it, Terry again won the next round at Mallory, even after the race was stopped and re-started. He was credited with fastest lap at both circuits, which gave him a further 4 points under Superstock rules and a massive 12 point lead after just two rounds. It also silenced the unbelievers.

The next round, disputed at Donington Park, the venue this year's Grand Prix, was a different story. Terry fully expected other more experienced riders to take full advantage of the West Midlands circuit's ultra fast curves to their advantage. As it was, he came a creditable fourth, maintaining his championship lead.

Then came Knockhill in Scotland and disaster for Terry. While lying fourth at the last lap, he selected a false neutral, banked over and went down. A radiant Andy McGladdery won the race for Honda. For the Rymer's remained the nine-hour drive through the night to be at work the next morning.

By then, the Garozzo Yamaha was beginning to show the subtle differences between its 1985 spec and the latest machines other riders were equipped with. At Snetterton, the long straights show horsepower differences clearly, and after taking off in third, Rymer was overhauled by several faster bikes to finish eighth, his lowest placing to date. The difference was reduced in a rain soaked Cadwell Park a month later, where a very confident Keith Huewen led for the whole 10 laps, leaving Terry the first privateer home in fifth place.

Realising something had to be done to claw back some of the power advantage others were now showing, the two-year-old FZ — ancient by racing standards — was equipped with 1987 spec cams. This seems to have evened things up somewhat, with Terry leading the start of the televised Thruxton round, and finishing in third place.

A mysterious electrical fault then plagued his next sortie at Mallory Park, forcing retirement. Then came the penultimate round at Cadwell, and disaster struck again. A walking pace practice crash resulted in a broken collarbone, sidelining Terry and dropping him to third place. Terry is determined to be fit to ride here today. Unless the doctor says otherwise, we may just see history being made.

Terry in winning form here at Brands Hatch in May, aboard his 750 Yamaha.

Photo: Perry Sports Photography



Classic racing — Kenning style

This is the eighth and final round of the world's premier classic series — 'The Kennings'. And the 350 and 500 title fights couldn't be tighter, with the usual close racing even fiercer for this final shot at a win.

Bob Newby (4-valve Mularney Manx Norton) leads the 500s with 80 points from seven rides, while Dave Pither (Mick Taberer Seeley) has chalked up 71 from six outings after missing the first round to compete at Daytona. But only a rider's

seven best results count for the championship, and if Newby's lowest score of eight points is deducted, he has 72 — just one ahead of Pither. Once more, the title will be decided at Brands, with local aces like David Hughes (Tom Arter Matchless) ready to mix it with the regular fast men.

David Dearden (Bailey Aermacchi) and Chris Thomas (Rex Judd Honda) both have six finishes to date; Dearden has 81 points and Thomas 80. This is the last year roadster-based Hondas will be eligible for the



championship, so new boy Thomas will be out to take his chance, while Dearden is determined not to repeat the 1986 result, when a Honda took the title at the final race. Look out for these two near the front of the mixed field, scrapping for that final deciding win!

In the 250cc class, Les Trotter has sewn things up with a string of wins, and he'd like to round the year off with a final victory. But Jerry Fiford's Ducati knows every inch of Brands and Pat Townsend's gleaming 11,500 rpm Duc is very fast. Nothing is certain until that chequered flag!

500cc:	
1 Bob Newby (4-valve Mularney Manx Norton).....	80
2 Dave Pither (Mick Taberer Seeley)	71
3 Bill Swallow (Velocette Special)	62
350cc:	
1 David Dearden (Bailey Aermacchi).....	81
2 Chris Thomas (Honda).....	80
3 Graham Godward (Aermacchi).....	28
250cc:	
1 Les Trotter (Dorman TR250 Suzuki).....	84
2 Dennis Batchelor (Aermacchi)	47
3 Shaun Langley (Farrar Ducati)	45



Classic bikes braking for Druids.

Photo: John Downs

PROFILE

Peter Graves

Peter's first race was just three years ago at Brands Hatch on an old TZ350 'A' Yamaha. He almost crashed trying to win the race at the first corner in the rain, scared himself silly and sensibly settled for second last. The season ended with his first injury: A broken wrist which had to be plated.

In 1986 Peter won the Clubmans Racing Club 350cc Open and the New Era 350cc Open Championships. Added to this he finished second in the Clubman of Cadwell 1300cc, Clubmans Grand Slam 1300cc and the Snetterton Newcomers Championship for the category. He adopted the number six because of his birth date 6.6.66!

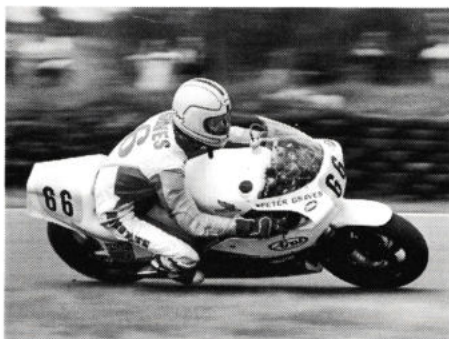
This year, Peter bought a Honda RS500 for £14,000 to contest the national championships and on this machine he has begun to show a lot of promise. He has proved to be one of the only British riders capable of running such a machine for a full season.

1988 promises to be a vintage year. He has learned to cope with this difficult machine, the new circuits and the national championships the hard way. His undoubted talent as a rider, coupled with a full training in promotions and marketing, make him one of the rare competitors able to promote the sport and his sponsors Sports Broker Services, Arai, Interstate and Capital Motorcycles. He has additional help from Regina, NGK and Frank Thomas.

Leslie Clarke



Peter Graves (above) and in action. Photos: Phil Masters and Peter Wileman.



250cc ACU MOTOPRIX BRITISH CHAMPIONSHIP

Positions after three rounds:	
1 Gary Cowan (Honda).....	34
2 Andy Machin (Rotax).....	27
3 Kevin Mitchell (Yamaha).....	18
4 Donnie McLeod (EMC)	15
Carl Fogarty (Honda).....	15
Steve Patrickson (Yamaha).....	15
7 Pete Hubbard (Yamaha).....	11
8 Phil Borley (Yamaha).....	10
9 Ian Newton (Honda).....	8
10 Nigel Bosworth (Yamaha).....	6
Ian Burnett (Honda).....	6

1300cc ACU MOTOPRIX BRITISH CHAMPIONSHIP

Positions after three rounds:	
1 Roger Marshall (Suzuki).....	45
2 Ray Swann (Honda).....	24
James Whitham (Suzuki)	24
4 Paul Iddon (Suzuki)	12
5 Gary Noel (Yamaha)	11
6 Phil Mellor (Suzuki)	10
Keith Huewen (Yamaha).....	10
8 Mark Phillips (Suzuki)	8
Terry Rymor (Suzuki)	8
Trevor Nation (Yamaha).....	8

SIDECAR ACU MOTOPRIX BRITISH CHAMPIONSHIP

Positions after two rounds:	
1 Steve Webster/Tony Hewitt (Krauser).....	30
2 Yoshisada Kumagaya/John Wilson (Yamaha)	22
3 Barry Brindley/Graham Rose (Yamaha)	17
4 Ray Lawrence/Alan Rawlins (Yamaha)	10
Tony Baker/John Hennigan (Yamaha)	10
Lindsay/Gary Hurst (Yamaha)	10
7 Gary Thomas/Syd Naylor (Yamaha).....	9
8 Derek Jones/Brian Ayres (Seel).....	8
9 Ray Gardner/Tony Strevens (Yamaha)	5
Geoff Rushbrook/Geoff Leitch (Yamaha).....	5

Shell Oils

A Heat to Qualify for the Final Round of
THE 1987 "SHELL OILS"
ACU SUPERBIKE CHAMPIONSHIP –
SUPER TWO

Shell Oils

The first 16 finishers to the final round

No.	Name	Town	Machine	No.	Name	Town	Machine
Row 1				Row 4			
108	Tony Head Ent: Frettons of Coventry	Coventry	350 Yamaha	138	Tony Rogers	Armthorpe	249 Yamaha
109	Ian Burnett Ent: Medd Brothers Builders	Brigg	247 Honda	139	Glen English Ent: Vic Cross	Witham	350 Yamaha
110	Phil Borley Ent: Addison Lee	Southend-on-Sea	250 Yamaha	140	Mark Heath	East Grinstead	250 Honda
111	Donnie McLeod Ent: Ehrlich Automotive Ltd	Scotland	249 EMC	141	Alistair Rae	Scotland	347 Yamaha
112	David Heal Ent: Brands Hatch Racing	Hailsham	347 Yamaha	142	Andy Collingwood	West Molesey	347 Saxon
114	Steve Johnson	Leeds	350 Yamaha	143	Martin Barr	Ireland	347 Yamaha
115	Dave Redgate	Holton-Le-Clay	247 Yamaha	Row 5			
116	Paul Simmonds	Holton-Le-Clay	347 Yamaha	144	Ian Newton	Skelmersdale	250 Honda
Row 2				145	Darrell Higgins Ent: D T R/Fowler Yamaha	Melksham	350 Fowler Yamaha
117	Ian Lougher	Bonvilston	347 Yamaha	146	Alan Thomas	Edgware	350 Yamaha
118	Christopher Lake Ent: Mead Speed Fairings	Devizes	347 Yamaha	147	John Massey	Royston	350 Yamaha
119	Steve Sawford Ent: St Neots M/Cycle Co Ltd	Sandy	249 Yamaha	148	Trevor Clow Ent: Allgear Tools	Hinckley	350 Armstrong
120	Rob Johnson Ent: The Model Shop, Harrow	Staines	350 Exactweld	149	Johnny Dunne Ent: TNT Couriers	Ireland	250 Rotax
161	Mark Barker	Corringham	250 Honda	150	Gary Cowan Ent: East West Transport	Ireland	350 Yamaha
Row 3				151	Andy Godber	Church Broughton	249 Yamaha
36	Eddie Laycock Ent: Millar Racing	Ireland	349 Yamaha	Reserves:			
44	Alan Irwin Ent: D McManus Racing	Ireland	350 Yamaha	160	Tom Hutton Ent: Save and Prosper Group	Bristol	249 Yamaha
45	Tony Carey	Ireland	350 Yamaha	162	Kevin Fawcitt	Dagenham	247 Rotax
133	Conor Brennan Ent: Brands Hatch Racing	London	249 LGM Honda	167	Mark Henrys	Beckenham	250 Rotax
134	Nigel Froud Ent: T Woodcock Builders, Tenterden	Ashford	248 Yamaha	169	Gordon Morss	Cheltenham	349 Yamaha
135	George Higginson Ent: Magnaseal Racing	Ireland	250 Honda	LAP RECORD: To be established			
136	Mark Whiting Ent: Dodds Removals	Ashford	350 Yamaha	RESULTS:			
137	Mark Linton	Cranleigh	347 Yamaha	1st	2nd	3rd	4th
				5th	6th	7th	8th
				9th	10th	11th	12th
				Winner's Time	Speed	mph	
				Fastest Lap: No	Time	Speed	mph

SHELL OILS SUPER ONE

Positions after seven rounds:

1	Roger Marshall (Suzuki).....	93
2	Phil Mellor (Suzuki).....	71
3	Mark Phillips (Suzuki).....	47
4	Ray Swann (Suzuki/Honda).....	30
	Roger Hurst (Yamaha).....	30
6	Paul Iddon (Suzuki).....	25
7	Colin Breeze (Yamaha).....	22.5
8	James Whitham (Suzuki).....	18
9	Trevor Nation (Yamaha).....	16
10	Steve Chambers (Yamaha).....	15.5

SHELL OILS SUPER TWO

Positions after seven rounds:

1	Steve Patrickson (Yamaha).....	76
2	Carl Fogarty (Honda).....	71
3	Andy Machin (Rotax).....	62
4	Steve Hislop (Yamaha).....	45
5	Kevin Mitchell (Yamaha).....	30
6	Rob Orme (Yamaha).....	24
7	Woolsey Coulter (Honda).....	17
8	Steve Williams (Yamaha).....	16
9	Dave Butler (Yamaha).....	13
	Pete Hubbard (Yamaha).....	13

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RACE 2 10 LAPS

Event 3

The Final Round of THE 1987 METZELER PRODUCTION CHAMPIONSHIP — CLASS B

401cc-750cc Four Stroke & up to 500cc Two Stroke

The following top points holders are seeded directly into the final

No.	Name	Town	Machine
10	Phil Mellor Ent: Heron Suzuki	Huddersfield	749 Suzuki
23	John Lofthouse Ent:	Manchester	750 Suzuki
43	Eric McFarlane Ent: Roger Cope	Spennymore	750 Suzuki
53	Ray Stringer Ent: Gerry Pell	Nuneaton	750 Suzuki
54	Bran Morrison Ent: Bratt Vehicle Hire Specialists	Scotland	750 Suzuki
173	Geoff Johnson Ent: H G B M/Cycles	Richmond	598 Honda
80	Dean Ashton	Hull	749 Suzuki
81	Colin Gable	Andover	750 Suzuki
82	Antony Cummings Ent: Eddy's M/Cycles	Billingham	750 Suzuki
174	Graham Read	Hinkley	750 Suzuki

The following riders grid positions will be determined by timed practice

21	Alan Batson Ent: Moores (Hemel Hempstead) Ltd	Aylesbury	600 Honda
49	Kevin Mawdsley Ent: Fred Marriott M/Cycles	Blackpool	598 Honda
51	Mark Plato Ent: Fred Curry M/Cycles	Romford	750 Suzuki
58	Colin Rutherford	Oakham	750 Suzuki
61	Richard Rose Ent: Chell Instruments	Ware	749 Chell Suzuki
63	Mark Linscott Ent: Kawasaki Horsham	London	750 Horsham Kawasaki
72	Rob Haynes Ent: Frettons M/Cycles	Burton-on-Trent	750 Kawasaki
76	Richard Defago	Oxsted	750 Suzuki
77	David Magsen-Mygdal	Douglas, Isle of Man	750 Honda
83	Adrian Jupp	Walsall	750 Suzuki
84	Gary Thrush Ent: Granby M/Cycles	Seacroft	750 Suzuki
85	John Gainey Ent: Ron Haslam	Langley Mill	750 Honda
86	Graham Grubb	Hayes	749 Suzuki
87	Tony Smith Ent: Coolplan Ltd	Crayford	750 Suzuki
88	Mark Curtis Ent: Deepprose Bros	Wilmington	750 Deepprose Suzuki
89	Dale Robinson Ent: Tillstons M/Cycles	Morpeth	750 Suzuki
90	Ian Cobby Ent:	Hatfield	750 Suzuki
91	Paul Burns Ent:	Walsall	750 Suzuki
92	Robert Talton Ent: C H Bigadike-Spalding	Sleaford	750 Suzuki
93	Ian Scott Ent: Keith Dwyer	Kendal	750 Suzuki
171	Tony Thompson Ent: Centaur	Cranwell	750 Suzuki

LAP RECORD:
Geoff Johnson (748 GT Kawasaki) 51.4s 84.29 mph 17.4.87

Row 1	10	53	23	54	43	173	81	82
Row 2		80	174					
Row 3								
Row 4								
Row 5								

RESULTS:

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

RACE 3 10 LAPS

Event 5

A Heat to Qualify for the Final Round of THE 1987 ACU BRITISH CHAMPIONSHIP FOR THE MOTO-PRIX TROPHY

Class 1 — 250cc

The First 25 Finishers to the Final on Sunday 25th October 1987

No.	Name	Town	Machine
Row 1			
24	Gary Noel Ent: Redashe	Frimley	249 Exactweld
36	Eddie Laycock Ent: Millar Racing	Ireland	249 EMC
104	Rob Orme Ent: Raydel Eng Ltd	Ilkeston	249 Yamaha
115	Dave Redgate	Walderslade	247 Yamaha
119	Steve Sawford Ent: St Neots M/Cycle Co Ltd	Sandy	249 Yamaha
135	George Higginson Ent: Magaseal Racing	Ireland	250 Honda
138	Tony Rogers	Armthorpe	249 Yamaha
151	Andy Godbar	Church Broughton	249 Yamaha
Row 2			
37	Woolsey Coulter Ent: Allens Honda	Ireland	249 Honda
44	Alan Irwin Ent: S. McManus Racing		
108	Tony Head Ent: Frettons of Coventry	Coventry	250 Honda
35	Alan Carter	Halifax	248 Honda
133	Connor Brennan Ent: Brands Hatch Racing	London	249 LGM Honda
134	Nigel Froud Ent: T. Woodcock Builders Tenterden	Ashford	248 Yamaha
Row 3			
141	James Rae	Scotland	247 Yamaha
143	Martin Barr	Ireland	247 Armstrong
152	Gary Millar	Ireland	249 Yamaha
153	Oliver McArdle Ent: Poole Plumbing & Heating Supplies	Ireland	250 Honda
154	David Wilson	Horsham	247 Exactweld
137	Mark Linton	Cranleigh	247 Yamaha
140	Mark Heath	East Grinstead	250 Honda
Row 4			
86	Graham Grubb	Hayes	249 Yamaha
103	Steve Hislop	Jedburgh	249 Yamaha
149	Johnny Dunne Ent: TNT Couriers	Ireland	250 Rotax
156	Kenny Shepherd	BL Ffestinog	249 Spondon
158	Martin Bartlett Ent: Hejira Racing Developments	Bicester	250 Hejira
Row 5			
159	Geoff McConnell	Ireland	247 Honda
160	Tom Hutton	Bristol	249 Yamaha
161	Mark Barker	Corringham	250 Honda
162	Kevin Fawsitt	Dagenham	247 Rotax
163	Charlie Antoni Ent: John Bray	London	250 Quantam Yamaha
164	Gerrard Brennan	Ireland	250 Yamaha
Reserves			
166	Chris Welham	Colchester	250 Yamaha
167	Mark Henrys	Beckenham	250 Rotax
168	Philip Carter	Aylesbury	249 Rotax

LAP RECORD:
Ian Newton (249 Yamaha) 49.8s 87.00 mph 17.4.87

RESULTS:

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

Shell Oils

The Final Round of THE 1987 "SHELL OILS" ACU BRITISH SUPERBIKE CHAMPIONSHIP — SUPER ONE

Shell Oils

The following top points holders are seeded directly into the Final.

No.	Name	Town	Machine
4	Ray Swann Ent: Team Aldridge	Luton	500 Honda
5	Trevor Nation Ent: Loctite Yamaha	Salisbury	1000 Yamaha
6	Steve Chambers Ent: Lees Haulage	Lincoln	750 Yamaha
7	Mark Phillips	Lincoln	500 Suzuki
8	Roger Hurst Ent: Haslemere/Coulson Racing/D&A News	Aylesbury	747 Yamaha
10	Phil Mellor Ent: Heron Suzuki	Huddersfield	1080 Suzuki
11	Roger Marshall Ent: Skoal Bandit Heron Suzuki	Wragby	1080 Suzuki
12	Colin Breeze Ent: Devimead — Swish Racing	Market Harborough	750 Yamaha
21	Paul Iddon Ent: Skoal Bandit Heron Suzuki	Stockport	749 Suzuki
29	James Witham Ent: Heron Suzuki	Huddersfield	750 Suzuki

The following riders grid positions will be determined by timed practice

16	Keith Huewen Ent: Loctite Yamaha	Wollaston	1000 Yamaha
19	Steve Williams Ent: DTR/Fowler Yamaha	Llantwit Major	750 Fowler Yamaha
22	Simon Buckmaster Ent: Duckhams-NLM Honda	Brookmans Park	498 NLM Honda
23	John Lofthouse	Manchester	750 Suzuki
24	Gary Noel Ent: Redashe	Frimley	750 Yamaha
27	Steve Henshaw Ent: Team Micron	Jacksdale	500 Micron Suzuki
30	Mark Westmorland	Bilton	748 Yamaha
31	Des Barry	Bedford	750 Flitwick Yamaha
32	Ian Wilson Ent: Gondrand UK	Milton Keynes	750 Suzuki
33	Mark Farmer Ent: Poole Plumbing & Heating	Cheshire	500 Suzuki
3	Terry Rymer Ent: Garozzo/Sterns/Nationwide Maintenance	London	750 Yamaha
18	John Brindley Ent: DTR/Fowlers Yamaha	Bawtry	1000 Fowler Yamaha
34	George Farlow	Ireland	500 Suzuki
35	Alan Carter	Halifax	498 Padgets Suzuki

36	Eddie Laycock Ent: Millar Racing	Ireland	750 Yamaha
37	Woolsey Coulter Ent: Allens Honda	Ireland	498 Suzuki
38	Steve Manley Ent: Gateford Motors	Clacton-on-Sea	500 Suzuki
39	Les Burgan	Rugby	750 Suzuki
40	Mark Phillips Ent: East Coast Salvage	S. Woodham Ferrers	499 Suzuki
41	Dave Burford Ent: Myers Motors/Normand Mobike	Sittingbourne	1100 Myers Suzuki
42	Gary Weston Ent: Cat Motorcycles	Ashford	750 Suzuki
44	Alan Irwin Ent: D. McManus Racing	Ireland	500 McManus Honda
45	Tony Carey	Ireland	500 Spondon
46	Tim Bourne Ent: G. H. Bromley Haulage/Southdown Plant	Ashford	1100 Suzuki
68	Gary Bingham Ent: Boyer Team Kawasaki with Brian Anderson	London	747 Kawasaki

Reserves

69	Mick Preston Ent: Chiverton Office Supplies	Rugby	750 Suzuki
71	Marc Harrison	London	750 Suzuki
94	Geoff Fowler	Blackburn	750 Yamaha
106	Peter Dalby	London	499 Suzuki

Row 1	11	10	7	4	8	21	12	5
Row 2		6	29					
Row 3								
Row 4								
Row 5								

LAP RECORD
To be established

RESULTS:

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

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RACE 5

Event 2

10 LAPS

The Final Round of THE HONDA CBR CHALLENGE

Grid positions will be determined by timed practice. The method of starting will be a "Le-Mans" start.

No.	Name	Town	Machine
1	Geoff Johnson Ent: HGB M/Cycles	Richmond	598 Honda CBR
3	Brian Morrison Ent: Shirlaws M/Cycles	Scotland	598 Honda CBR
5	Chris Brenneck Ent: Rye M/Cycles	Southampton	598 Honda CBR
6	Phil Armes Ent: PFK King Ltd	Norwich	598 Honda CBR
11	Ray Stringer Ent: Gerry Pell	Nuneaton	598 Honda CBR
12	Andy Mugleton Ent: Gerry Pell Crankshafts	Hinckley	598 Honda CBR
14	Dave Burford Ent: Normand Mobike	Sittingbourne	598 Honda CBR
15	Eric McFarlane Ent: Moto Services (Notts) Ltd	Spennymoor	598 Honda CBR
16	Rod Bradley Ent: Guildford Honda Centre	St Albans	598 Honda CBR
17	John Gaine Ent: Granby Motors	Langley Mill	598 Honda CBR
18	Woolsey Coulter Ent: Allens Honda	Ireland	598 Honda CBR
19	Philip Matulja Ent: Solihull M/Cycles	Solihull	598 Honda CBR
20	Mark Curtis Ent: Garratt Autos	Wilmington	598 Honda CBR
21	Alan Batson Ent: Moores Hemel Hempstead	Aylesbury	598 Honda CBR
23	Robert Talton Ent: CH Biggadake Spalding	Sleaford	598 Honda CBR
27	Brian Nicholson Ent: Gordon Farley M/Cycles	Mortlake	598 Honda CBR
29	Colin Gable Ent: Taylor Racing (Calne)	Andover	598 Honda CBR
30	Steve Abbott Ent: David Mason M/Cycles	Rushden	598 Honda CBR
31	Peter Bradford Ent: W H Balderton	Stamford	598 Honda CBR
32	Mark Plato Ent: Harry Gill M/Cycles (Gosport) Ltd	Romford	598 Honda CBR
33	Ian Simpson Ent: Scotspeed M/Cycles Ltd	Scotland	598 Honda CBR
38	Mark Linscott Ent: David Brown Racing	London	598 Honda CBR
42	Ian Waine Ent: Bob Jackson M/Cycles Ltd	Kendal	598 Honda CBR
45	John Laker Ent: Firstline M/Cycles Ltd	Pulborough	598 Honda CBR
47	Anthony Cummins Ent: Eddy's M/Cycles Ltd	Billingham	598 Honda CBR
49	Kevin Mawdsley Ent: Fred Marriott M/Cycles	Blackpool	598 Honda CBR
52	Pete Bateson Ent: Greene of Blackrod	Chorley	598 Honda CBR
53	Doug Harris Ent: Tillstone M/Cycles Ltd	Stockton-on-Tees	598 Honda CBR
55	Mike Edwards Ent: Bill Head (Preston) Ltd	Wigan	598 Honda CBR
56	Steve Lewis Ent: Henstocks M/Cycles	Kirby-in-Field	598 Honda CBR
58	Clifford Peart Ent: Peart Racing	Leeds	598 Honda CBR
60	Steve Johnson Ent: Don Padgett	Leeds	598 Honda CBR
63	Stephen Wood Ent: Castle Sports M/Cycles	North Weald	598 Honda CBR
41	Steve Bonhomme Ent: J. S. Gedge Motorcycles	Bray	598 Honda CBR
7	Jonny Towers Ent: Devimead	Leicester	598 Honda CBR
50	Bryn Jones	Leigh	598 Honda CBR
Reserves			
62	Peter Brett Ent: North London Motorcycles	London Colney	598 Honda CBR

LAP RECORD:
Chris Brenneck (598 CBR Honda)51.7s83.8045.87

RESULTS:

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

RACE 6

Event 10

10 LAPS

THE "SHELL OILS" TT FORMULA I & II

Grid positions will be determined by timed practice.

No.	Name	Town	Machine
4	Ray Swann Ent: Team Aldridge	Luton	750 Suzuki
5	Trevor Nation Ent: Loctite Yamaha	Salisbury	750 Yamaha
6	Steve Chambers Ent: Leeses Haulage	Lincoln	750 Yamaha
7	Mark Phillips Ent: Phil Mellor	Lincoln	500 Suzuki
10	Phil Mellor Ent: Heron Suzuki	Huddersfield	749 Suzuki
11	Roger Marshall Ent: Skoal Bandit Heron Suzuki	Wragby	749 Suzuki
15	Peter Van Andel Ent: Horean Racing	Holland	600 Kawasaki
16	Keith Huewen Ent: Loctite Yamaha	Wollaston	750 Yamaha
19	Steve Williams Ent: DTR/Fowler Yamaha	Llantwit Major	750 Fowler Yamaha
20	Eric De Donker Ent: Motor Road Racing Team	Belgium	750 Harris Kawasaki
21	Paul Iddon Ent: Skoal Bandit Heron Suzuki	Leuven	749 Suzuki
23	John Lofthouse Ent: Gary Noel	Manchester	750 Suzuki
24	Gary Noel Ent: Redashe	Frimley	750 Yamaha
27	Steve Henshaw Ent: Tillstons M/Cycles	Jacksdale	750 Tillstons Suzuki
30	Mark Westmorland Ent: Des Barry	Hull	748 Yamaha
31	Des Barry Ent: Team Flitwick M/Cycle	Bedford	750 Flitwick Yamaha
32	Ian Wilson Ent: Gondrand UK	Milton Keynes	750 Suzuki
36	Eddie Laycock	Ireland	750 Yamaha or 350 Yamaha
39	Les Burgan	Rugby	750 Suzuki
44	Alan Irwin Ent: D McManus Racing	Ireland	350 Yamaha
47	Johan Van Vaerenbergh Ent: Motor Road Racing Team	Belgium	750 Kawasaki-Harris
49	Co Looijesteyn Ent: David Griffiths	Leuven	350 Honda
50	David Griffiths Ent: Brian Morrison	Holland	750 Yamaha
54	Brian Morrison Ent: Bratt Vehicle Hire Specialist	Scotland	750 Honda
55	Keith Nichols Ent: Gerry Mahaffy	Preston	750 Yamaha
56	Gerry Mahaffy Ent: Asa Moyce	Knutsford	750 Suzuki
59	Asa Moyce Ent: Harris Performance	London	750 Kawasaki
61	Richard Rose Ent: Chell Instruments Ltd	Ware	749 Chell Honda
68	Gary Lingham Ent: Boyer Team Kawasaki with Brian Anderson	London	747 Kawasaki
70	Mark Bowan Ent: Higgs M/Cycles	Hoo	600 Ducati
71	Marc Harrison Ent: Mobile Tuning	London	749 Suzuki
77	David Madsen-Mygdal Ent: Isle of Man	Douglas	750 PM Honda
94	Geoff Fowler Ent: Lee Saman	Blackburn	750 Harris
95	Lee Saman Ent: Paul Sentees	Holland	750 Suzuki
97	Paul Sentees Ent: Ian Burnett	Holland	750 Suzuki
109	Ian Burnett Ent: Medd Brothers Builders Ltd	Brigg	347 Yamaha
106	Koos Van Leijen Ent: Stg Racing Team Enkhuizen	Holland	500 Suzuki
Reserves:			
103	Steve Hislop	Jedburgh	347 Yamaha
117	Ian Lougher	Bonvilston	347 Yamaha
114	Steve Johnson	Leeds	600 Honda
8	Roger Hurst Ent: Haslemere Motor Cycles/Coulson Racing/D&A News	Aylesbury	750 Yamaha

Row 1 .....	.....	.....	.....	.....	.....
Row 2 .....	.....	.....	.....	.....	.....
Row 3 .....	.....	.....	.....	.....	.....
Row 4 .....	.....	.....	.....	.....	.....
Row 5 .....	.....	.....	.....	.....	.....

LAP RECORDS:
TT Formula 1: Mick Grant (997 Suzuki)49.1s88.25mph23.10.83
TT Formula 2: Trevor Nation (600 Cagiva)51.2s84.62mph21.10.84

RESULTS:

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



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RACE 7 10 LAPS

Event 6

**The Final Round of
THE SBS 250 YAMAHA SERIES**

No.	Name	Town	Machine
42	Gary Weston Ent: FCL Cranleigh	Ashford	250 TZR Yamaha
52	Darren Dixon Ent: Colwin M/Cycles Sittingbourne	Folkestone	250 TZR Yamaha
84	Gary Thrush Ent: Granby M/Cycles Ilkeston	Leeds	250 TZR Yamaha
103	Steve Hislop Ent: Thos B. Oliver Scotland	Jedburgh	250 TZR Yamaha
112	David Heal Ent: David Brown M/Cycles	Hailsham	250 TZR Yamaha
117	Ian Lougher Ent: Two Wheels Services Bridgend	Bonvilston	250 TZR Yamaha
119	Steve Sawford Ent: St Neots M/Cycles	Sandy	250 TZR Yamaha
122	Simon Westwood Ent: Mach M/Cycles Harrow	Pinner	250 TZR Yamaha
123	Andy Gregory Ent: Fox's M/Cycles Workson	Doncaster	250 TZR Yamaha

No.	Name	Town	Machine
124	Steve Ives Ent: Stockport M/Cycle Centre	Hyde	250 TZR Yamaha
125	Ian Wareham Ent: Len Manchester M/Cycles Melton Mowbray	Leicester	250 TZR Yamaha
127	Andy Muggleton Ent: Garozzo M/Cycles Sidcup	Hinckley	250 TZR Yamaha
128	Kevin Mawdsley Ent: Kevin Dixon M/Cycles Accrington	Blackpool	250 TZR Yamaha
129	Ian Simpson Ent: Scotspeed Dumfries	Scotland	250 TZR Yamaha
130	Mike Edwards Ent: Wylie & Holland Newport, Salop	Wigan	250 TZR Yamaha
148	Trevor Clow Ent: Chris Vincent M/Cycles E. Shilton	Hinckley	250 TZR Yamaha
175	Keith Flaxman Ent: Tinklers Motor Cycles	Norwich	250 TZR Yamaha
176	David Ball Ent: PT M/Cycles	Bristol	250 TZR Yamaha

Grid positions:

Row 1	85	52	130	125	127	128	148	123
Row 2		129	117	124	42	175	176	
Row 3	122	119	103					
Row 4								
Row 5								

LAP RECORD:
To be established**RESULTS:**

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

**RACE 8**

Event 3

**The Final Round of
THE 1987 METZELER PRODUCTION CHAMPIONSHIP – CLASS A**

10 LAPS

The following top points holders are seeded directly into the final.

No.	Name	Town	Machine
10	Phil Mellor Ent: Heron Suzuki	Huddersfield	1080 Suzuki
32	Ian Wilson Ent: Gondrand UK	Milton Keynes	1100 Suzuki
43	Eric McFarlane Ent: Fox's M/Cycles	Spennymoor	1100 Suzuki
54	Brian Morrison Ent: Shirlaws M/Cycles	Scotland	1100 Suzuki
72	Rob Haynes Ent: Frettons M/Cycles	Measham	1100 Suzuki
73	Geoff Johnson Ent: Tillston M/Cycles	Richmond	998 Yamaha
126	Iain Duffus Ent: Stuart Adamson (Big Country)	Scotland	1000 Yamaha
171	Tony Thompson Ent: Centaur	Cranwell	1052 Suzuki

No.	Name	Town	Machine
79	Hugh Mason Ent: Crystal Panoramic Windows	Lewes	1100 Suzuki
170	Steve Bonhomme Ent: Chubb Fire	Ware	1100 Yamaha

Row 1	10	54	32	73	72	126	171	
Row 2								
Row 3								
Row 4								
Row 5								

The following riders grid positions will be determined by timed practice

67	Rory McNeill Thompson	Scotland	1100 Suzuki
70	Mark Bowen Ent: Higgs M/Cycles	Hoo	1100 Yamaha
74	David Pickworth	London	989 Yamaha
75	Graham Marchant Ent: Ace Cinema Sevenoaks	Tonbridge	1000 Yamaha
76	Richard Defago	Oxted	1052 Suzuki
78	Alan Batson Ent: Moores (Hemel Hempstead) Ltd	Aylesbury	1000 Suzuki

LAP RECORD:
751-1300cc: Dave Burford (110 Meyers Suzuki)52.7s82.22mph 24.5.87**RESULTS:**

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

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Shell Oils

The Final Race of
THE 1987 "SHELL OILS"
ACU SUPERBIKE CHAMPIONSHIP –
SUPER TWO

Shell Oils

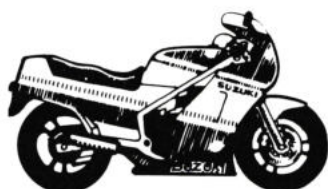
The following points holders are seeded directly into the final plus the first
 16 finishers from the qualifying heat

No.	Name	Town	Machine	Row 4					
Row 1									
100	Steve Patrickson Ent: Raydel Engineering	Shipley	250 Raydel Yamaha	...	.....	.....	.....	.....
101	Carl Fogarty Ent: Appleby Glade	Blackburn	248 Honda	...	.....	.....	.....	.....
102	Andrew Machin	Lincoln	249 Rotax	...	.....	.....	.....	.....
103	Steve Hislop	Jedburgh	347 Yamaha	Row 5					
104	Rob Orme	Ilkeston	249 Yamaha						
37	Woolsey Coulter Ent: Allens Honda	Ireland	249 Honda	...	.....	.....	.....	.....
19	Steve Williams Ent: D T R/Fowler Yamaha	Llantwit Major	347 Fowler Yamaha	...	.....	.....	.....	.....
105	Peter Hubbard Ent: Keppel Racing	Lincoln	249 Keppel Yamaha	...	.....	.....	.....	.....
Row 2									
...	.....	.....	.....	Reserves:				
...						
...						
...						
...						
...						
Row 3									
...	.....	.....	.....	LAP RECORD: To be established				
				RESULTS: <div></div>					
...	1st	2nd	3rd	4th	5th	6th
...	7th	8th	9th	10th	11th	12th
...	Winner's Time			Speed	mph	
...	Fastest Lap: No			Time	Speed	mph

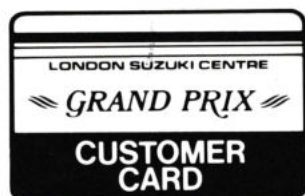
LAP RECORD: To be established

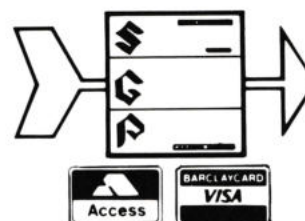
RESULTS:

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

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The following top points holders are seeded directly into the Final.

No.	Name	Town	Machine				
3	Terry Rymer	London	750 Yamaha	35	Alan Carter	Halifax	498 Padgets Suzuki
4	Ent: Garozzo/Sterns/Nationwide Maintenance			36	Eddie Laycock	Ireland	749 Yamaha
4	Ray Swann	Luton	500 Honda		Ent: Millar Racing		
5	Ent: Team Aldridge			37	Woolsey Coolter	Ireland	498 Suzuki
5	Trevor Nation	Salisbury	1000 Yamaha	41	Dave Burford	Sittingbourne	1100 Myers Suzuki
7	Ent: Loctite Yamaha				Ent: Myers Motors/Normand Bike		
10	Mark Phillips	Lincoln	500 Suzuki	44	Alan Irwin	Ireland	500 McManus Honda
10	Phil Mellor	Huddersfield	1080 Suzuki		Ent: D. McManus Racing		
11	Ent: Heron Suzuki			52	Daren Dixon	Folkestone	750 Kawasaki
11	Roger Marshall	Wragby	1080 Suzuki	54	Brian Morrison	Scotland	750 Honda
16	Ent: Skoal Bandit Heron Suzuki				Ent: Bratt Vehicle Hire Specialists		
16	Keith Huewen	Wollaston	1000 Yamaha	65	Alan Jeffrey	Melton Mowbray	498 Suzuki
21	Ent: Loctite Yamaha			66	Peter Dalby	London	499 Suzuki
21	Paul Iddon	Stockport	749 Suzuki	67	Rory McNeill Thompson	Scotland	1100 Suzuki
24	Ent: Skoal Bandit Heron Suzuki			68	Gary Lingham	London	747 Kawasaki
24	Gary Noel	Frimley	850 Quantel Cosworth		Ent: Team Boyer Kawasaki with Brian Anderson		
29	Ent: Redashe			69	Mick Preston	Rugby	750 Suzuki
29	James Witham	Huddersfield	750 Suzuki		Ent: Chiverton Office Supplies		
	Ent: Heron Suzuki			70	Mark Bowen	Hoo	1000 Yamaha
					Ent: Higgs M/Cycles		

The following riders grid positions will be determined by timed practice.

8	Roger Hurst	Aylesbury	747 Yamaha
	Ent: Haslemere M/C/Coulson Racing/D&A News		
19	Steve Williams	Llantwit Major	750 Fowler Yamaha
	Ent: DTR/Trollope Yamaha		
22	Simon Buckmaster	Brookmans Park	498 Honda
	Ent: Duckhams/NLM Honda		
38	Steve Manley	Clacton-on-Sea	500 Suzuki
	Ent: Gateford Motors		
40	Mark P. R. Phillips	S. Woodham Ferrers	499 Suzuki
	Ent: East Coast Salvage		
42	Gary Weston	Ashford	750 Suzuki
	Ent: CAT M/Cycles		
50	David Griffith	Lutterworth	750 Yamaha
6	Steve Chambers	Saxilby	750 Yamaha
	Ent: Lee's Haulage		
12	Colin Breeze	Market Harborough	750 Yamaha
	Ent: Devimead-Swish Racing		
18	John Brindley	Doncaster	1000 Fowler Yamaha
	Ent: DTR/Fowler Yamaha		
27	Steve Henshaw	Jacksdale	500 Micron Suzuki
	Ent: Team Micron		
33	Mark Farmer	Northwich	500 Suzuki
	Ent: Poole Plumbing & Heating		
34	George Farlow	Ireland	500 Suzuki

Reserves

71	Mark Harrison	London	750 Suzuki
94	Geoff Fowler	Blackburn	500 Suzuki
43	Eric McFarlane	Spennymoor	750 Yamaha
	Ent: Roger Cope		
46	Tim Bourne	Ashford	1100 Suzuki
	Ent: G. H. Bromley Haulage		

Row 1	3	4	5	10	11	16	21	24
Row 2								
Row 3	29							
Row 4								
Row 5								

LAP RECORD:

Trevor Nation (750 Oxford Suzuki) 50.2s 86.31 mph 20.10.85

RESULTS:

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

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RACE 2 15 LAPS

Event 5

**The Final Round of
THE 1987 ACU BRITISH
CHAMPIONSHIP FOR THE
MOTO-PRIX TROPHY
Class 1 — 250cc**

The following points holders are seeded directly into the Final.

No.	Name	Town	Machine
Row 1			
100	Steve Patrickson Ent: Raydel Eng Ltd	Shipley	250 Raydel Yamaha
101	Carl Fogarty Ent: Appleby Glade	Blackburn	249 Honda
102	Andrew Machin	Lincoln	249 Rotax
105	Peter Hubbard Ent: Keppel Racing	Lincoln	249 Keppel Yamaha
110	Phil Borley Ent: Addison Lee	Southend-on-Sea	250 Yamaha
111	Donnie McLeod Ent: Ehrlich Automotive Ltd	Scotland	250 EMC
144	Ian Newton	Skelmersdale	250 Honda
150	Gary Cowan Ent: East West Transport	Ireland	250 Honda
Row 2			
109	Ian Burnett Ent: Medd Brothers Builders	Brigg	247 Honda
131	Nigel Bosworth Ent: Keppel Racing	Stoke Golding	250 Yamaha
Row 3			
Row 4			
Row 5			
Reserves			

LAP RECORD:
Ian Newton (249 Yamaha)49.8s87.00mph 17.4.87

RESULTS:

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

RACE 3 15 LAPS

Event 5

**The Final Round of
THE 1987 ACU BRITISH
CHAMPIONSHIP FOR THE
BRITISH MIDLAND
MOTO-PRIX TROPHY**

Class 3 — Sidecars 375-1300cc

The following point holders are seeded directly into the Final.

No.	Names	Town	Machine
Row 1			
2	Steve Webster/ Tony Hewitt Ent: Paul Seward	York	500 Fowler Seward Yamaha
3	Yoshisado Kumagaya/ Brian Barlow	Deal	499 Windle Yamaha
4	Barry Brindley/ Graham Rose Ent: DTR/Fowlers of Bristol	Bawtry	500 Fowler Yamaha
5	Tony Baker/ John Hennigan Ent: P & KM Berwick Heating Services	Penrith	500 Baker Yamaha
6	Gary Thomas/ TBA Ent: Normand Mobike Ltd	Orpington	500 LCR Yamaha
7	Lindsey Hurst/ Gary Hurst Ent: ANC Racing	Preston	700 Yamaha
8	Roy Lawrence/ Alan Rawlings	Bedwas	750 LCR Yamaha
9	Ray Gardner/ Tony Strevens	Sible Hedingham	500 LCR
25	Geoff Rushbrook/ Geoff Leitch	Peterborough	700 Ireson Yamaha
Row 2			
10	Brian Gray/ Robert Holden	High Wycombe	750 Yamaha
11	Lowry Burton/ Pat Cushmanhan	Ireland	700 Yamaha
12	John Evans/ Geoff Wilbraham	Selby	500 LCR
14	John Barker/ Steve China	Hornchurch	498 Windle Yamaha
15	Mick Boddice/ Eddie Yarnor Ent: Bran Bardsley	Kidderminster	500 LCR
16	Clive Stirrat/ Simon Prior	Worthing	500 BLR
17	Peter Whiteside/ Paul Chappell	Brighton	500 BLR
18	Barry Smith/ David Smith Ent: Jay Dee Trucking	Peacehaven	500 Windle Yamaha
19	Dave Carnell/ Andy Peach Ent: Roy Simmons Engineering	Rochester	500 LCR
20	Dennis Holmes/ Kevin Morgan	Seabridge	500 LCR
21	Kenny Holmes/ Steve Pointer Ent: Merrydown Racing	Kidderminster	500 Ireson Yamaha
22	Dennis Bingham/ Julia Bingham Ent: Padgett's of Batley	Tuxford	500 Padgett LCR
23	George Hardwick/ Carl Fieldhouse Ent: Lang Court Ltd	Weston-Super-Mare	500 Yamaha
24	David Lee/ Richard Lee	Enfield	500 Windle Yamaha
Row 3			
Row 4			
Row 5			
Row 6			
Row 7			
Reserves			
26	Roger Body/ Kevin Lingham Ent: Hall Aggregates SE Ltd	Meopham	750 Yamaha
27	Dave Lockyer/ Rob Hitchcock Ent: Capital Van Truck & Car Rental	Chiselhurst	750 LCR
30	Mike Salmon/ Roy Sellwood	Cambridge	750 Baker Yamaha
32	Judd Drew/ Chris Plant Ent: Langcourt Ltd	Gravesend	500 BLR

Row 1	2	3	8	5
Row 2		4	9	6
Row 3	7	25		
Row 4				
Row 5				
Row 6				
Row 7				

LAP RECORD: To be established

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

Shell Oils

THE "SHELL OILS" 250 INTERNATIONAL

Shell Oils

Grid positions will be determined by timed practice.

No.	Name	Town	Machine
14	Klaus Hafner	Germany	250 Honda
17	Guus Ten Tye	Holland	249 Honda
	Ent: Voplex Plastics NV		
24	Gary Noel	Frimley	249 Exactweld
	Ent: Redashe		
28	Ruben Tinus	Holland	250 Yamaha
35	Alan Carter	Halifax	250 Honda
36	Eddie Laycock	Ireland	249 EMC
	Ent: Allens Honda		
44	Alan Irwin	Ireland	250 ECM
	Ent: D. McManus Racing		
48	Fabien Pilloud	Switzerland	250 Honda
62	Jermi Schellings	Holland	250 Honda
	Ent: Johan Schellings		
96	Alain Bronec	France	250 Honda
98	Arend Rademaker	Holland	250 Rotax
99	Bruno Bronhuil	France	250 Honda
100	Steve Patrickson	Shipley	250 Raydel Yamaha
	Ent: Raydel Eng Co Ltd		
101	Carl Fogarty	Blackburn	248 Honda
	Ent: Appleby Glade		
102	Andrew Machin	Lincoln	249 Rotax
103	Steve Hislop	Jedburgh	249 Yamaha
104	Rob Orme	Ilkestone	249 Yamaha
	Ent: Radel Eng Co		
105	Peter Hubbard	Lincoln	249 Keppel Yamaha
	Ent: Keppel Yamaha		
108	Tony Head	Coventry	250 Honda
	Ent: Frettons of Coventry		
109	Ian Burnett	Brigg	247 Honda
	Ent: Medd Brothers Builders		
110	Phil Borley	Southend-on-Sea	250 Yamaha
	Ent: Addison Lee		
111	Donnie McLeod	Scotland	250 EMC
	Ent: Ehrlich Automotive Ltd		
115	Dave Redgate	Walderslade	247 Yamaha
133	Conor Brennan	London	249 LGM Honda
	Ent: Brands Hatch Racing		
135	George Higginson	Ireland	250 Honda
	Ent: Magnaseal Racing		
137	Mark Linton	Cranleigh	247 Yamaha
138	Tony Rogers	Doncaster	249 Yamaha

No.	Name	Town	Machine
140	Mark Heath	East Grinstead	250 Honda
141	James Rae	Scotland	247 EMC
142	Martin Barr	Ireland	247 Armstrong
144	Ian Newton	Skelmersdale	250 Honda
149	Johnny Dunne	Ireland	250 Rotax
	Ent: TNT Couriers		
150	Gary Cowan	Ireland	250 Honda
	Ent: East-West Transport		
152	Gary Millar	Ireland	249 Yamaha
153	Oliver McArdle	Ireland	250 Honda
	Ent: Poole Plumbing & Heating Supplies		
155	Dick Verney	Holland	250 Yamaha

Reserves

159	Geoff McConnell	Ireland	250 Honda
161	Mark Barker	Corringham	250 Honda

Row 1	.....
Row 2	.....
Row 3	.....
Row 4	.....
Row 5	.....

LAP RECORD:

Ian Newton (249 Yamaha) 49.8s 87mph 174.87

RESULTS:

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

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Motor Cycle News

WORLD'S TOP SELLING MOTOR CYCLE NEWSPAPER

Event 1

ent 1 The Final Round of
MCN/EBC BRAKES
SUPERSTOCK
SERIES 1987

The following top points holders are seeded directly into the Final.

EBC BRAKES

No.	Name	Town	Machine
3	Terry Rymer Ent: Garozzo/Sterns/Nationwide Maintenance	London	750 Yamaha
4	Ray Swann Ent: Team Aldridge	Luton	750 Suzuki
5	Trevor Nation Ent: Loctite Yamaha	Salisbury	750 Yamaha
6	Steve Chambers Ent: Leese's Haulage	Lincoln	750 Yamaha
10	Phil Mellor Ent: Heron Suzuki	Huddersfield	749 Suzuki
12	Colin Breeze	Market Harborough	750 Yamaha
16	Keith Huewen Ent: Loctite Yamaha	Wollaston	750 Yamaha
24	Gary Noel Ent: Redashe	Frimley	750 Yamaha
29	James Witham Ent: Suzuki Heron	Huddersfield	750 Suzuki

The following riders grid positions will be determined by timed practice.

8	Roger Hurst	Aylesbury	747 Yamaha
	Ent: Haslemere M/C/Coulson Racing/D&A News		
11	Roger Marshall	Wragby	749 Suzuki
	Ent: Skoal Bandit Heron Suzuki		
23	John Lofthouse	Manchester	750 Suzuki
27	Steve Henshaw	Jacksdale	750 Tillstons Suzuki
	Ent: Tillstons M/Cycles		
31	Des Barry	Bedford	750 Flitwick Yamaha
	Ent: Team Flitwick M/Cycles		
50	David Griffith	Lutterworth	750 Yamaha
51	Mark Plato	Romford	750 Suzuki
	Ent: Fred Curry M/Cycles		
52	Darren Dixon	Folkestone	750 Kawasaki
53	Ray Stringer	Nuneaton	750 Suzuki
	Ent: Gerry Pell		
54	Brian Morrison	Scotland	750 Honda
	Ent: Bratt Vehicle Hire Specialists		
55	Keith Nicholls	Preston	750 Yamaha
30	Mark Westmorland	Bilton	748 Yamaha
32	Ian Wilson	Milton Keynes	750 Suzuki
	Ent: Gondrand UK		
42	Gary Weston	Ashford	750 Suzuki
	Ent: CAT M/Cycles		
43	Eric McFarlane	Durham	750 Suzuki
	Ent: Roger Cope		
56	Gerry Mahaffy	Knutsford	750 Suzuki
57	Steve Cole	Shefford	750 Yamaha
	Ent: J. C. Garage Services/Handleys Farms		

58	Colin Rutherford	Oakham	750 Yamaha
59	Asa Moyce	London	748 Kawasaki
	Ent: Harris Performance		
60	David Crampton	Leeds	750 Suzuki
	Ent: Whitelane Group		
61	Richard Rose	Ware	749 Chell Suzuki
	Ent: Chell Instruments		
63	Mark Linscott	London	750 Horsham Kawasaki
	Ent: Kawasaki Horsham		
64	Ian Muir	London	750 Yamaha
68	Gary Lingham	London	750 Kawasaki
	Ent: Boyer Team Kawasaki with Brian Anderson		
69	Mick Preston	Rugby	750 Suzuki
	Ent: Chiverton Office Supplies		
94	Geoff Fowler	Blackburn	750 Yamaha
126	Iain Duffus	Scotland	750 Yamaha
	Ent: Stuart Adamson (Big Country)		

Reserves

Row 1	16	3	10	5	8	6	24	12
Row 2		29						
Row 3								
Row 4								
Row 5								

LAP RECORD:

LAP RECORD:
Trevor Nation (750 Oxford Suzuki).....50.2s86.31mph.....20.10.85

RESULTS:

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

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**MCN/EBC BRAKES
SUPERSTOCK CHAMPIONSHIP**

Positions after nine rounds:

1	Keith Huewen (Yamaha)	95
2	Phil Mellor (Suzuki)	61.5
3	Terry Rymer (Yamaha)	60
4	Roger Hurst (Yamaha)	58
5	Andy McGladdery (Honda)	52
6	Trevor Nation (Yamaha)	47.5
7	James Whitham (Suzuki)	33
8	Colin Breeze (Yamaha)	32
9	Steve Chambers (Yamaha)	31
10	Gary Noel (Yamaha)	27
11	Ray Swann (Suzuki)	17
12	Geoff Fowler (Yamaha)	17
13	Darren Dixon (Kawasaki)	13
14	Brian Morrison (Suzuki)	11

BRANDS HATCH LATEST INFORMATION

FOR DETAILS OF OUR NEXT EVENT

ITV ORACLE 262

PAGE THE ORACLE

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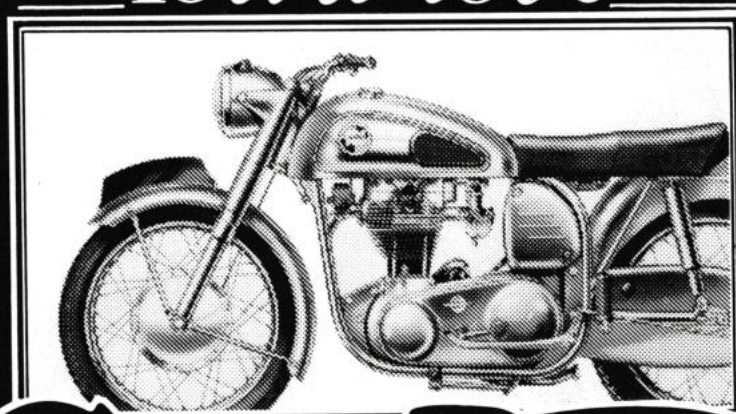
RACE 6 10 LAPS

Event 7 The Final Round of THE "CLASSIC BIKE" KENNING TYRE SERVICES RACE SERIES



No.	Name	Town	Machine			
Row 1						
2	Robert Newby Ent: Mrs S. Mularney	Rugby	500 McLarney Manx Norton	38	Rupert Murden	Northfleet 350 Aermacchi
				39	Eric Anderson	Potters Bar 349 Honda
3	Dave Pither Ent: Morgen Martonair	Moreton-in-Marsh	496 Seeley Matchless	40	Kenny Shepherd	BL Ffestiniog 349 Aermacchi
				41	Richard Swallow	Huddersfield 349 Lawton
4	Christopher Turner	Sevenoaks	500 Matchless		Ent: Syd Lawton	Aermacchi
5	Bill Swallow	Huddersfield	499 Swallow Velocette	42	Joey Mulholland	Scotland 344 Greeves Oulton
6	John Cronshaw	Rosendale	499 Unity BSA	Row 6		
7	Richard Cutts	Sible Headingham	496 Matchless	60	Les Trotter	Barrow-in-Furness 247 Suzuki
6	Mike Downes Ent: Roger Titchmarsh	Scarborough	500 Weslake		Ent: Dorman Diesels	
Row 2						
9	Stan Hodges	Keyworth	496 Seeley	61	Terrence Ives	Letchworth 250 Ducati
10	Andy Russell	Tonbridge	500 Norton	62	David Smith	Poole 247 Aermacchi
11	Andy Alexander	Cheltenham	500 Richman Triumph	63	Gav Pearson	Hull 250 Farrer Ducati
12	Dave Degens	Longford	490 Dresda		Ent: Farrer Ducati	
14	Dave Hughes	Folkestone	496 Arter Matchless	64	Pat Townsend	Norwich 249 Stoccatto Ducati
15	Brian Penfold	Tunbridge Wells	499 Norton		Ent: Stoccatto Classic Racing Components	
Row 3						
16	Ray Knight	Lingfield	490 RSM Triumph	65	Dave Rumbold	Bristol 250 Suzuki
17	Geoff Tunstall	Huddersfield	497 Seeley	Row 7		
18	Malcolm Clark	Betchworth	500 Matchless	66	Jerry Fiford	New Malden 250 Ducati
Row 4						
30	David Dearden Ent: Dumphy's	Rochdale	350 Aermacchi		Ent: PAE Design Services	
31	Chris Thomas Ent: Rex Judd	Edgware	325 Honda	67	Gordon Morss	Cheltenham 249 Greeves
32	Graham Godward	Royston	344 Aermacchi	Reserves:		
33	Trevor Beharrell	Hull	349 AJS	68	Shaun Langley	Skeipsea 250 Ducati
34	Martin Orgee	Sandy	344 Aermacchi	69	Martin Studer	Bourne End 250 Greeves
35	Tony Russell	Stroud	350 Rigeon Greeves	19	John Ruth	Chelmsford 499 Matchless
Row 5						
36	Phil Woodall	South Brotherton	344 Aermacchi	LAP RECORD:		
37	Richard Dowland Ent: Bert Collins	London	340 Ducati	David Hughes (496 Arter Matchless) 54.1s: 80.09mph 174.87		
RESULTS:						
1st	2nd	3rd	4th	5th	6th	
7th	8th	9th	10th	11th	12th	
Winner's Time			Speed		mph	
Fastest Lap: No			Time		Speed	
					mph	

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Classic Bike

MAGAZINE

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THE "SHELL OILS" POWERBIKE INTERNATIONAL INVITATION RACE

Grid positions will be determined by timed practice.

No.	Name	Entrant	Town	cc Machine
2	Richard Scott	Honda Racing (UK)	New Zealand	500 Honda
3	Terry Rymer	Garozzo/Sterns/Nationwide Maintenance	London	750 Yamaha
4	Ray Swann	Team Aldridge	Luton	750 Suzuki
5	Trevor Nation	Team Loctite Yamaha	Salisbury	750 Yamaha
6	Steve Chambers	Leese's Haulage	Lincoln	750 Yamaha
7	Mark Phillips		Lincoln	500 Suzuki
8	Roger Hurst	Haslemere M/Cycles/Coulson Racing/D&A News	Aylesbury	747 Yamaha
9	Glen Williams	David Brown/Heron Suzuki	New Zealand	1087 Suzuki
10	Phil Mellor	Heron Suzuki	Huddersfield	749 Suzuki
11	Roger Marshall	Skoal Bandit Heron Suzuki	Wragby	1080 Suzuki
12	Colin Breeze	Devinead — Swish Racing	Market Harborough	750 Yamaha
15	Peter Van Andel	Horeon Racing	Holland	600 Kawasaki
16	Keith Huewen	Loctite Yamaha	Wollaston	750 Yamaha
19	Steve Williams	DTR/Fowler Yamaha	Llantwit Major	750 Fowler Yamaha
21	Paul Iddon	Skoal Bandit Heron Suzuki	Stockport	750 Suzuki
22	Simon Buckmaster	Duckhams — NLM Honda	Brookmans Park	498 Honda
23	John Lofthouse		Manchester	750 Suzuki
24	Gary Noel	Redashe	Frimley	850 Quantel Cosworth
25	Gerhard Voght	MC — Mayen	Germany	497 Suzuki
26	Michael Wild		Germany	500 Suzuki
27	Steve Henshaw	Tilstons M/Cycles	Jacksdale	750 Tilstons Suzuki
33	Mark Farmer	Poole Plumbing & Heating	Northwich	500 Suzuki
34	George Farlow		Ireland	500 Suzuki
35	Alan Carter		Halifax	500 Padgett Suzuki
36	Eddie Laycock	Millar Racing	Ireland	750 Yamaha
43	Eric McFarlane	Roger Cope	Spennymoor	750 Suzuki
44	Alan Irwin	D. McManus Racing	Ireland	500 Honda
52	Darren Dixon		Folkestone	750 Kawasaki
54	Brian Morrison	Bratt Vehicle Hire Specialists	Scotland	750 Honda
59	Asa Moyce	Harris Performance	London	750 Kawasaki
66	Peter Dalby		London	500 Suzuki
68	Gary Lingham	Boyer Team Kawasaki with Brian Anderson	London	750 Kawasaki
106	Koos Van Leijen	Stg Racing Team Enkhuizen	Holland	500 Suzuki
107	Maarten Duyzers	HDJ International	Holland	500 HDJ Honda
121	Johan Ten Napal	HDJ International	Holland	490 Suzuki
126	Iain Duffus		Scotland	750 Yamaha
132	Paul Lewis	Bratt Vehicle Hire	Australia	750 Honda
<i>Reserves:</i>				
20	Eric DeDoncker	Motor Road Racing Team Leuven	Belgium	750 Harris Kawasaki
47	Johan Van Vaerenbergh	Motor Racing Team Leuven	Belgium	750 Harris Kawasaki
95	Saman Lee		Holland	750 Suzuki
97	Paul Sentges		Holland	750 Suzuki

Row 1	.....	.....	.....	.....	.....	.....	.....
Row 2	.....	.....	.....	.....	.....	.....	.....
Row 3	.....	.....	.....	.....	.....	.....	.....
Row 4	.....	.....	.....	.....	.....	.....	.....
Row 5	.....	.....	.....	.....	.....	.....	.....

LAP RECORD:
Wayne Rainey (750 Yamaha) 48.7s 88.97mph 174.87

RESULTS:

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

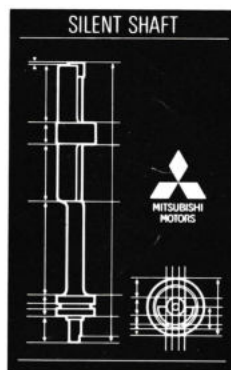
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Shell OilsTHE "SHELL OILS" SIDECAR
INTERNATIONAL

Grid positions will be determined by timed practice.

Shell Oils

No.	Names	Town	No.	NamesMachine	Town	Machine
2	Steve Webster/ Tony Hewitt Ent: Paul Seward	York		500 Fowler/Seward Yamaha		24 David Lee/ Richard Lee 500 Windle Yamaha
3	Yoshisada Kumagaya/ Brian Barlow	Deal		499 Windle Yamaha		25 Geoff Rushbrook/ Geoff Leitch 700 Ireson Yamaha
4	Barry Brindley/ Graham Rose Ent: DTR/Fowlers of Bristol	Bawtry		500 Fowler Yamaha		26 Roger Body/ Kevin Lingham 750 Yamaha
5	Tony Baker/ John Hennigan Ent: P & KM Berwick Heating Services	Penrith		500 Baker Yamaha		27 Dave Lockyer/ Rob Hitchcock 750 Yamaha
6	Gary Thomas/ TBA Ent: Normand Mobike Ltd	Orpington		500 LCR Yamaha		28 Jos Stekelemburg/ Rini Belljens 490 LCR
10	Brian Gray/ Robert Holden	High Wycombe		750 Yamaha		29 Ingemar Eriksson/ Eva Hammarberg 500 LCR
11	Lowry Burton/ Pat Cushanhan	Ireland		700 Yamaha		<i>Reserves:</i>
12	John Evans/ Geoff Wilbraham	Selby		500 LCR		30 Mike Salmon/ Roy Sellwood 750 Baker Yamaha
14	John Barker/ Steve China	Hornchurch		750 Windle Yamaha		31 Mark Searle/ TBA 750 RCL
15	Mick Boddice/ Eddie Yarnier Ent: Bran Bardsley	Kidderminster		700 Ireson Yamaha		32 Judd Drew/Christ Plant Ent: Langcourt Ltd 500 BLR
16	Clive Stirratt/ Simon Prior	Worthing		500 BLR		Row 1
17	Peter Whiteside/ Paul Chappell	Brighton		500 Yamaha		Row 2
18	Barry Smith/ David Smith Ent: Jay Dee Trucking	Peacehaven		500 Windle Yamaha		Row 3
19	Dave Carnell/ Andy Peach Ent: Roy Simmons Engineering	Rochester		500 LCR		Row 4
20	Dennis Holmes/ TBA	Newcastle-under-Lyme		500 LCR		Row 5
21	Kenny Howler/ Steve Pointer Ent: Merrydown Racing	Kidderminster		500 Ireson Yamaha		Row 6
22	Dennis Bingham/ Julia Bingham Ent: Padgetts of Batley	Tuxford		700 Padgett LCR		Row 7
23	George Hardwick/ Carl Fieldhouse Ent: Lang Court Ltd	Weston-Super-Mare		500 Yamaha		

LAP RECORD:

Steve Webster/Tony Hewitt (500 Fowler Yamaha) 49.7s87.18 mph 28.3.86

RESULTS:

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

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