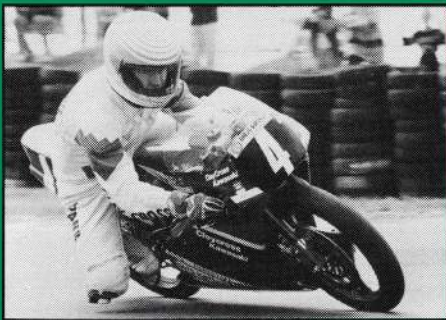


# NATIONAL MOTOR CYCLE RACES



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BRANDS HATCH

**SUNDAY**  
**26th AUGUST, 1990**  
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# CONTENTS

News	4-5
Preview	6-7
Marcello del Giudice feature	9
250 GP race entry	10
400 Supersport race entry	11
Formula One race entry	12
Sidecar F2 race	13
125 GP race entry	14
Supersport 600 race entry	15
1300 Sidecar race entry	16
Circuit map	18

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## EDITORIAL

Promotions Manager: Rod Barrett  
 Publications Editor: Fiona Webb  
 Deputy Editor: Adrian Bourne  
 Editorial: Tim Bampton, John Brown,  
 George Turnbull  
 Front cover photos: Mike Capps, Terry Howe,  
 Monofoto

Editorial Address: The Press Office, Brands  
 Hatch Circuits Ltd, Fawkham, Nr Dartford, Kent  
 DA3 8NG. Tel: (0474) 872331. Fax: (0474)  
 872514. Telex: 96172

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## ADVERTISING

Circuit Sales Manager: Rodney Gooch  
 Advertising Manager: Jonathan Roy  
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# TIMETABLE

**Sunday, 26th August, 1990**

## Practice:

09.30-09.45	250 GP	Untimed
09.55-10.10	600 Supersport	Untimed
10.20-10.35	400 Supersport	Untimed
10.45-11.00	125 GP	Untimed
11.10-11.25	TT F1	Untimed
11.35-11.50	F2 Sidecar	Untimed
12.00-12.15	Open Sidecar	Untimed

## Racing: First Race 13.30

Race 1	250 GP (12 Laps: 14.44 miles)
Race 2	400 Supersport (12 Laps: 14.44 miles)
Race 3	TT F1 (15 Laps: 18.054 miles)
Race 4	F2 Sidecar (12 Laps: 14.44 miles)
Race 5	125 GP (12 Laps: 14.44 miles)
Race 6	600 Supersport (12 Laps: 14.44 miles)
Race 7	Open Sidecar (12 Laps: 14.44 miles)

A National Road Race Meeting organised by the British Motor Cycle Racing Club Ltd affiliated to the ACU as a Non Territorial Club, held under the Standing Regulations and the National Sporting Code of the Auto Cycle Union.

ACU Permit No: ACU 892  
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## Back to form



Back in the saddle...Matt Llewellyn is gradually coming back to form after his accident.  
Photo by: Motofoto

LEICESTER RIDER Matt Llewellyn is gradually getting back to form after a crash in the opening round of the National Championships at Castle Combe in April.

He was left with a dislocated arm and a badly damaged toe that at one stage was thought to require a skin graft.

"The toe was painful but the biggest set back has been getting the strength back in my arm," said Llewellyn who was an impressive fourth in the last championship round two weeks ago.

His Flitwick Motor Cycles 750 Yamaha also suffered in the crash and it has been a battle against time to get it back in to top order.

"There is a busy race programme to keep up with and of course I have a business which has to come first," said Steve Linsdell, boss of the Bedfordshire based concern.

Llewellyn, a friend of the Flitwick Motor Cycles stores manager, had his first ride in the team at the end of last year and finished third at Snetterton on a Formula One FZ Yamaha.

"His deal to race a 250cc Yamaha finished last season so I took him on to race my OWO1," said Steve. "He has made a successful switch to the bigger machine."

Steve still has the occasional race outings and is disappointed that his entry for next month's Classic Manx GP, when he planned to race his 500cc Royal Enfield, has been turned down.

"I had a run at Pembrey on the four stroke Yamaha, but I must admit I'm a bit overweight and not really fit for racing," he said. "I will have to get in training for next season."

## Local hero

IF HE HAD a little more time to work on the preparation of his Yamaha OWO1 there is no doubt that talented local hero Dave Redgate would regularly be up with the leaders.

As it is the rider from Orpington who works as a maintenance engineer for a fruit packing company in Woolwich, is turning in some impressive performances and keeping well up with the professionals.

"When we try to sort out the handling and increase the power it has to be done at meetings rather than test days because I just cannot get the time off work," he explained. "And that is not the ideal way of going about things."

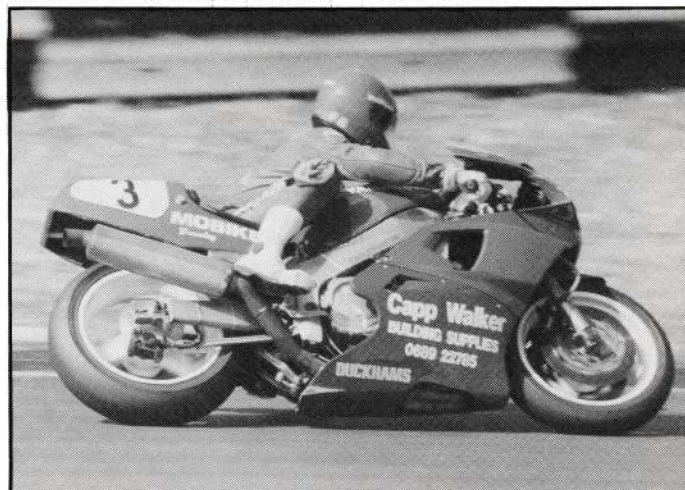
Redgate, whose spectacular TV slide at Brands last year in the Supercup round pleased his sponsors Capp Walker Buildings of Orpington and Bromley-based Mobike, as the cameras closed in on the ac-

tion, has been racing for eight years. "And that I suppose was the most publicity I have ever had," he said.

His first season was on a 125cc YDS Yamaha that cost £100, and was way down on speed. "It certainly taught me how to fall off," he recalls. I crashed in my first two meetings at Brands and ended up with a broken collar bone. Just the sport to get in to I thought!"

Things quickly improved and in his final season of club racing he won 70 races, the KRC 1300cc Championship with a 350 Yamaha, and the Lord of Lydden title. He switched to the big class in 1988 with a Suzuki he bought from Terry Rymer, clocking a 49 second lap with it on the Indy circuit. With the Yamaha his best is 48.7 seconds.

A forthcoming attraction for Dave is a Bol d'Or outing in the Phase One team with Roger Benny and Steve Ward.



Dave Redgate is living down the memory of his spectacular slide at Brands Hatch last year.  
Photo by: Keith Russell

## Trouble-free racing

MECHANIC PETE Causer takes a lot of credit for the recent improved performances from Derbyshire rider, Ian McConnachie.

"He has really got on top of troubles we have been having with the 250cc Aprilia and has come up with more bottom-end power from the 125cc Honda," said 25-year-old McConnachie who had an impressive triple victory at Pembrey.

"The Aprilia in particular took a lot of sorting out," he continued. "We changed the fork angles and ride height to

get the handling right and we seem to have overcome the problem of main bearings collapsing after two or three meetings, and the run of ignition failures that has resulted in three new units being fitted so far this season."

McConnachie said that although his 125cc machine has always had a good top speed he has been losing valuable ground through lack of acceleration out of corners.

Although the 250cc Clay Cross Kawasaki he races in the Supersport 400 race is

basically standard, the performance has been improved by fitting a set of "trick" Micron exhaust pipes.

Ian rates Brands as one of his favourite circuits and will be looking for more wins today. "If the bike is set up properly it is a lovely circuit to race, if it's not then it is scary, especially at Paddock Bend."

After a two year absence McConnachie plans to be back in Grand Prix racing next year. "I'm a safe fourth in the 125cc Euro Championship and I might even make third by the end of the series," he said.



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# Professional racer

HAVING FINALLY sorted out carburation problems on his Yamaha, Southend's Phil Borley is aiming to keep up his challenge for the number one spot in the Supersport 600 Championship.

He clinched his first victory of the series, and of the season, two weeks ago and although he did not improve on his third place in the table he did close the gap on second placed Steve Ives to six points.

The 25-year-old rider whose machine is provided by St Neot's Motorcycles also set the fastest lap at Pembrey a week after his lap record breaking effort on the Cadwell Park Woodland circuit when he went from 12th to third after a bad start.

"The carburation situation has really held me back this season," said Borley. "It has resulted in a series of slow

starts and caused a high side crash at the Mallory hairpin last month. Now that things are running smoothly I shall be looking for more victories."

After one outing on an 80cc Fantic in 1983, Borley started racing seriously in 1985 on a 250 Yamaha. Two years later, in his first season at national level, he was ninth in the 250 championship on an ex-Carl Fogarty Yamaha.

After a disappointing 1988 season on an uncompetitive FZ 750 Yamaha in the Superstock class he switched to the Supersports with a Honda last year and ended up fourth in the British Championship, fifth in the Supercup and second in the ACU Star Series.

A part time mechanic, who puts racing before work, Borley describes himself as a "professional racer without any money".

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# Championship action



Mark Linscott goes into today's national championship round with a commanding lead in the Formula One category. **Photo by:** Seamus Masters

**LONDONER MARK** Linscott goes into today's eighth round of the British National Championship with the understandable feeling that the Formula One Championship is now well within his grasp, writes **John Brown**...

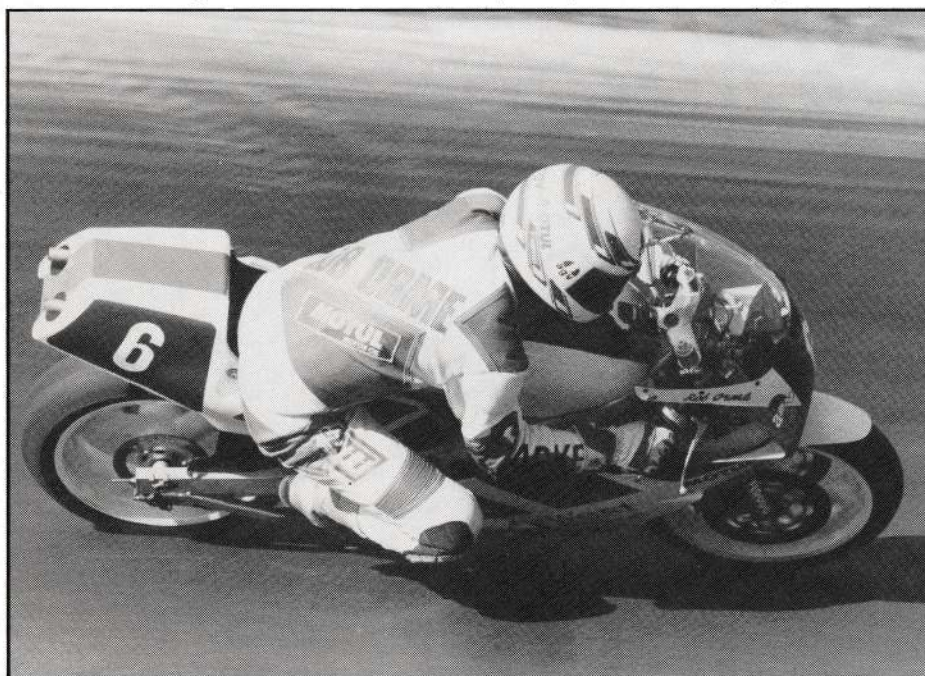
The Yamaha rider from nearby Mottingham village has built up a commanding lead of 33 points over nearest challenger John Reynolds, who is effectively second in the championship following the decision of JPS Norton to pull its riders Trevor Nation and Steve Spray out of the series after the early rounds so that they could concentrate on the Shell Supercup and international events.

Reynolds did remind the title chase leader that it was not the time for total

complacency when he popped in a victory with his Team Green Kawasaki at Pembrey in Wales two weeks ago, and Linscott accepts that consolidating the advantage he has is more important than attempting to make the margin even greater: "I like winning but it is now more important that I keep on scoring point rather than push my luck in an all out victory attempt," he said.

With only two rounds to go after tomorrow's ninth round clash at Cadwell

Rob Orme has his sights set on a 125 and 250 championship double. **Photo by:** Keith Russell



Park, Nottingham rider Reynolds appreciates that his chances of success are slim: "I shall just keep plugging away, it only needs Mark to strike major bothers and I could be in with a last ditch chance," he said.

Scot, Ian Simpson is looking for a top three placing with his Francis Neill RC30 Honda and if he can produce the form that gave him second place in the Superbike race, included in the World Championship Dutch TT Speedweek, he will be chasing maximum points today.

Matt Llewellyn, with fourth at Pembrey on his Flitwick Motorcycles Yamaha, is getting over the affects of a crash earlier in the season and he too is primed to pose a threat to the pace makers. The Leicester rider finished one place ahead of Chris White at the Welsh circuit and drew level on points with the rider from Barnsley. Now both are within striking distance of Simpson.

Local rider from Orpington, Dave Redgate, is capable of getting among the leaders with his Yamaha as is the talented son of an Ashford fish and chip shop proprietor, Gary Weston.

Simon "Wally" Watson from Essex, Alex Buckingham from way over in North Devon and Ulsterman Mark Farmer, now based in Sussex, should also be among the scorers.

Reynolds just leads the Supersport 600 series and he must improve on his fourth place performance in the proceeding round if he is going to retain the number one spot for Kawasaki UK. Consistent Steve Ives increased his threat with second place and has now closed the gap to six points in one of the most keenly contested championships on the British short circuits.



Phil Borley from just across the Thames estuary in Southend set about a late charge to the top with victory at Pembrey on a Yamaha entered by former racer Julian Soper, who now runs his own motor cycle business in Essex.

Mike Edwards, the protege of eight times Isle of Man Mountain Course winner Charlie Williams, Adrian Squirrel from Suffolk, and Roger Milne complete the top six in the championship but there is talent a plenty to keep them out of scoring positions this time.

Weston is going well in the same class in the Supercup series, New Zealander Rodney Knapp won the Supercup 600 Championship last season and 21-year-old Dean Ashton is poised to regain the form that made him one of the biggest threats last year.

Son of Derbyshire surgeon, Ian McConnachie might not be a championship leader at the moment but he stormed in a triple warning at Pembrey with victory in the 125cc, 250cc and Supersport 400 races.

The former 80cc GP rider who aims to get back in to the World Championships via the Euro Series, holds third spot in the 125cc championship, but would be hard pressed to overhaul his Chesterfield team-mate John Yates and faces a near impossible task to get on terms with leader Rob Orme from West Ham.

The Derbyshire trio could well dominate today's round but Dunstable's Fernando Mendes and George Bedford, brother of one time Grand Prix rider Alex, could have other ideas. Graham Harknett, Steve Thompson and Julian Perry should also be up with the leaders.

McConnachie features in fourth place in the Supersport 400 with Yates on the second Clay Cross Kawasaki entry in the number one spot by a clear margin from Ray Wood on a David Brown Kawasaki.

He is coming under pressure from third placed John Corrin while Jason Vincent, son of former sidecar supremo Chris Vincent, and Nev Potts on a rapid Kawasaki prepared by Sevenoaks-based Stan Stephens are firmly established in a top three chase.

Adrian Butcher, another in the David Brown team, Steve Ives and Ian Cobby could provide the upsets in this class.

McConnachie certainly has the ability to win the 250cc race but the reliability of his Italian Aprilia leaves a lot to be desired. The works machines being run in the Grands Prix have recently been modified and he will no doubt be hoping that a set of the new goodies that have improved the machines' performance will soon be coming his way.

Orme has his sights set on notching a championship double by winning this class as well as the 125, but is being held at bay by a determined Mark Barker on his Kepple Racing Yamaha. Steve Sawford and Scot Greig Ramsey are also very much in contention for honours despite failing to add to their scores in Wales.

In the hotly-contested class there are plenty of potential race winners includ-



Steve Ives has ridden consistently this season to threaten class leader John Reynolds in the Supersport 600 Championship.

ing Graeme Mitchell, younger brother of Grand Prix campaigner, Kevin, London-based Conor Brennan and Royston Keen who proved his potential with second place on his Yamaha in the last round.

Robert Fisher and passenger Trevor Crone are on course to dominate the home open class sidecar scene with their four stroke Suzuki powered outfit this season. They lead the national race for the title by a convincing margin from Vic Jefford and Pete Hill who have the interesting backing of Lynn Young and Claire Richardson for their efforts on a 700 two stroke Yamaha machine.

Vincent Butler with Shaun Buck should give the leading pair a hard time, and aiming to get the locals in front are Roger Body with Andy Peach from Meopham and Chislehurst pair Dave Lockyer and Terry Vincent.

The situation is not so clear cut in the

Formula Two department with a last round decider a distinct possibility.

Eight times TT winner Dave Saville will certainly be out to make amends for his setback at Pembrey when a split exhaust put his Yamaha-powered machine out of action on the startline. His Sabre Racing team-mate John Brindley with Chris Jones took full advantage to close on leader Saville and Martin Whittington while Christian Hefti also strengthened their challenge for the title.

But none are safe on the top three shelf as drivers Richard Nelson, third member of the Sabre line-up Boyd Hutchinson and forceful Roger Dixon are all within striking distance.

Eddy Wright and Andre Witherington are also potential race winners, and also watch the efforts of Peter Krokowski who is passengered by local classic bike racer and enthusiast Chris McGahan from West Kingsdown. ●

John Brindley and passenger Chris Jones are closing the gap on their Sabre team-mate Dave Saville.





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# Stars and stripes



Marcello del Giudice, on board his Honda 125, has crossed the Atlantic to try his luck in the British National Championships.

**WHEN AMERICAN RIDERS** arrive on the European race scene it is usually as high paid works riders, living in luxury motorhomes and jetting from one country to the next. But, as John Brown found out, this is not the case with the latest arrival on our shores, a colourful character from way out west, Marcello del Giudice.

He admits that he is living on a credit card, and has made his home in the back of his van which is parked in a corner of a yard on an industrial estate in Derby, where former racer Clive Horton trades as Racing Lines.

The carefree Marcello, however, has no intention of retaining this lifestyle and once this season is over is confident he can land substantial sponsorship for his racing.

"The main thing is being able to survive for the rest of this year," he said. "I then intend to spend a couple of months on a concerted effort to get financial backing, and I am confident I will succeed in a pretty big way."

His arrival in Britain in May armed with a little cash left from his earnings with the National Science Foundation in the Antarctic and a 125cc Honda had been prompted by the inability to make his initial plan - to race in Japan - work.

"I went there at the start of the year, but I couldn't speak to anyone and was getting nowhere," he explained. "At least most people seem to understand me here!"

His first taste of British racing was at the Snetterton Supercup round when, as a spectator, he met the only two people he knew in Britain - Paul Lewis and Alan

Carter. He bought a van and once his Honda - a 1989 model upgraded with 1990 specification engine and wheels - was out of customs he set about getting into the action.

His first four races produced 10th places at Mallory and Snetterton, a ninth at Cadwell and a blow-up at Pembrey two weeks ago that has kept him busy as he prepared for his first visit to Brands today.

Marcello has always been attracted by motor cycles, and at the age of 10 became the proud owner of a scooter. Two years later in 1980 he got a dirt bike, but his main aim was to get back on a street bike as soon as he was 16.

A move to Las Vegas and the discovery of a racing club in the Nevada show town led to his first race at the local speed drome, "It was on a Kawasaki AR 80, and I was leading until I ran out of petrol" he recalls.

After graduating from high school he treated himself to a TZ 250 Yamaha, and set about racing at national level. His best result came at Laguna Seca in California in 1986, when he was third.

Once he had set himself up with the National Science Foundation, regular trips to the Antarctic for a six month season cut his racing programme, and he was unable to complete any series. "I went

there for the first time when I was 19 and worked as a snowmobile mechanic, but the fourth and last time I was down there it was as a mechanic dealing with transits and trucks," he said. "It was a way of earning money to go racing, but I have no desire to go again."

Fed-up with being unable to get a sponsor, and not wanting to go to the Antarctic again to earn money, Marcello quit racing at the end of 1988.

"I moved to Hollywood and started to study acting, but half way through the course I got the itch to go racing again," he said. "I decided that was really what I wanted to do, so I packed my bags and headed south for the final time."

Although his father would rather see his son take up golfing, his mother accepts that racing motor cycles is in his blood. "She would like to see me succeed, I get encouraging letters from time to time," he said.

Marcello gets satisfaction from just about anything that gets the adrenalin flowing. "Racing bikes is the best, but I like snowmobile racing, and I have even tried bungy jumping - which means dropping off a bridge with rubber bands tied to your heels."

For Marcello there is definitely no drink and no drugs, and the only vices he admits to are a love of coffee and Mars bars. "If I see an empty Mars wrapper on the floor it tempts me to go out and buy one right away," he said with a smile. ●



## THE 250 GP RACE

The first 6 places on the grid will be allocated to the top 6 point scorers after Round 7. Remaining positions will be by ballot in the assembly area.

No.	Rider/Entrant	Home Town	Machine
2	Nigel Bosworth/Keppel Racing	Nuneaton	249 Aprilia
4	Ian McConnachie/Claycross Kawasaki	Chesterfield	250 Aprilia
5	Conor Brennan/Quicksilver	London	249 Yamaha
6	Rob Orme/Clarke Racing	Westhallam	250 Yamaha
7	Greig Ramsay	Methven	250 Honda
8	David Heal	Hailsham	249 Yamaha
9	Royston Keen/Favermay	Aldbourn	247 Yamaha
10	William Boland	Blackburn	350 Yamaha
11	Jason Vincent	Earl Shilton	250 Suzuki
12	Sean Emmett	Weybridge	250 Kawasaki
14	Stephen Dimascio/Rob Willsher Motorcycles	Southampton	250 Suzuki
15	Steve Sawford/St Neots Motorcycle Co	Tempsford	250 Yamaha
16	Mick Otter	Rotherham	250 Rotax
17	Peter Knight/Scorpio Racing & Promotions	Felixstowe	250 Yamaha
18	Mark Barker/Keppel Racing	Corringham	250 Yamaha
19	Steve Ruth	Sible Hedingham	250 Yamaha
20	Steve Bateman/Padgbury Motor Company	Congleton	249 Yamaha
21	Gary Naylor	Clayton-le-Woods	250 Yamaha
22	Darrell Higgins	Melksham	250 Yamaha
23	Mike Pomfret	Hough	250 Yamaha
25	Tom Hutton/Steven Hornby	Nailsea	249 Yamaha
26	Stephen Carter	Burnley	250 Kawasaki
27	Max Vincent Stan Stephens	Earl Shilton	250 Kawasaki
28	Philip Bottomley/Weatherbar	Congleton	250 Armstrong
29	Graeme Mitchell/Outhwaite Bishop Racing	Preston	250 Yamaha
30	Mark Bowen/Mark Bowen Motorcycles	Hoo	248 Kawasaki
31	Philip McConaghy/McConaghy Racing	Radcliffe	250 Honda
32	Tim Couzens	South Luffenham	250 Yamaha
33	Stephen Dowey	Reading	250 Honda
34	Paul Simmonds	S Humberside	250 Yamaha
36	Graham Holland/Meakin Building Supplies	Basingstoke	249 Yamaha
37	John Brooks	Kilburn	250 Yamaha
38	Richard Peers-Jones	Kingswood	347 Yamaha
40	Andrew Bradford/Clay Cross Kawasaki	Edinburgh	250 Aprilia
41	John Gainey/Ron Haslam	Langley Mill	250 Yamaha

[illegible]

<b>Lap Records:</b>			
Kevin Mitchell (250 Yamaha).....	48.4s	89.52mph	17.9.89
Rob Orme (250 Yamaha).....	48.4s	89.52mph	17.9.89

## RESULTS

1st ..... 2nd ..... 3rd ..... 4th ..... 5th ..... 6th ..... 7th ..... 8th ..... 9th ..... 10th ..... 11th ..... 12th .....

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

## PRIZE FUND

**Race 1 — 250 GP: 1st £260; 2nd £170; 3rd £110; 4th £90; 5th £70; 6th £50.**

**Race 2 — Supersport 400: 1st £150; 2nd £80; 3rd £70; 4th £50; 5th £30; 6th £20.**

**Race 3 — T.T. F1: 1st £300; 2nd £200; 3rd £120; 4th £100; 5th £80; 6th £50.**

**Race 4 — F2 Sidecar: 1st £250; 2nd £160; 3rd £100; 4th £80; 5th £60; 6th £50.**

**Race 5 — 125 GP: 1st £180; 2nd £110; 3rd £80; 4th £60; 5th £40; 6th £30.**

**Race 6 — Supersport 600: 1st £250; 2nd £160; 3rd £100; 4th £80; 5th £60; 6th £50.**

**Race 7 — Open Sidecar: 1st £250; 2nd £160; 3rd £100; 4th £80; 5th £60; 6th £50.**

<b>Points after Round 7:</b>	
1. Mark Barker .....	64
2. Rob Orme .....	59
3. Steve Sawford .....	50
4. Greig Ramsay .....	47
5. John Gainey .....	25
6. Mark Westmoreland .....	23
7. Ian McConnachie .....	23



**RACE 2**  
**12 LAPS**

No.	Rider/Entrant
1	Rhys Boyd
2	Kevin Davies/Deepröse Motorcycles
3	John Yates/Claycross Kawasaki
4	Ian McConnachie/Claycross Kawasaki
5	Neville Potts/Stän Stephens Motorcycles
6	Gary Ball
7	Alan Green
8	Philip Grantham/Taymar Motorcycles
9	Mark Procter
10	Kevin Willson
11	Jason Vincent
12	Sean Emmett/Dee Jay Racing
14	Stephen Dimascio/Rob Willsher Motorcycles
15	Steve Ives/Motorcycle Centre
16	Ian Cobby/Wheelpower Ltd
17	Ray Wood/David Brown Kawasaki
18	John Laker/Alan Sargent
19	Phil Meldrum
21	Wayne Hiatt/Neil Fraser
22	Jamie McCallister/Bike Studio Honda
23	Kevin Fawcitt
24	Michael Eglington/HMSO Books
26	Stephen Carter
27	Max Vincent/Stän Stephens
28	Perry Goldstein
29	Howard Whitby
30	Mark Bowen/Mark Bowen Motorcycles
31	Steve Abbott/Charles Odell Transport
32	Adrian Butcher/David Brown Kawasaki
33	Nick Sergeant
34	Michael Outred
35	John Corrin
36	Graham Holland/Meakin Building Supplies
37	Graham Harknett
38	Darren Mitchell/Colin Sanderson
39	Andy Hatton
40	Andrew Bradford/Clay Cross Kawasaki (Res)

Home Town

Mitcham  
Pettswoods  
Chesterfield  
Chesterfield  
Colchester  
Tonbridge  
Pilning  
Northfleet  
Hailsham  
Dartford  
Earl Shilton  
Weybridge  
Southampton  
Hyde  
Hatfield  
Langdon Hills  
Fittleworth  
Warrington  
Yate  
Cheam  
Dagenham  
Cambridge  
Burnley  
Earl Shilton  
London  
Wakefield  
Hooe  
Rushden  
Alkham  
Sidcup  
Coulson  
Southport  
Basingstoke  
Cheshunt  
Elland  
Chaddesden  
Edinburgh

[illegible]

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

<b>Points after Round 7:</b>	
1. John Yates .....	74
2. Ray Wood .....	51
3. John Corrin .....	44
4. Ian McConnachie .....	42
5. Jason Vincent .....	38
6. Nev Potts .....	33

**Lap Record:**  
John Reynolds (250 Kawasaki)..... 50.8s .... 85.29mph ..... 15.10.89

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



## THE FORMULA ONE RACE

The first 6 places on the grid will be allocated to the top 6 point scorers after Round 7. Remaining positions will be by ballot in the assembly area.

No.	Rider/Entrant	Home Town	Machine
3	Mark Linscott/Lenham Builders	Mottingham Village	750 Yamaha
6	Matt Llewellyn/Flitwick Motorcycles	Glenfield	750 Flitwick
7	John Mossey/Martin Jones	Royston	500 Suzuki
10	Gary Weston	Ashford	750 Yamaha
11	David Real	Stanford-le-Hope	750 Honda
12	Richard Defago	Oxted	750 Honda
13	Chris White	Barnsley	750 Honda
14	John Burgess/R&B Electronics	Thornton Heath	500 Suzuki
15	Alex Buckingham/T.V.M.	Barnstaple	750 Yamaha
16	John Reynolds/Kawasaki UK	Nuthall	750 Kawasaki
17	Simon Watson/Searings (1988) Ltd	Saffron Walden	750 Yamaha
18	Ian Simpson/Francis Neill Racing	Kirkcudbrightshire	750 Honda
20	Simon Bastow	Batley	750 Suzuki
21	Mark Farmer	Crawley	750 Kawasaki
22	Steve Kibble/Steve China	Wickford	500 Suzuki
23	Andrew Ward	Selby	750 Yamaha
25	Pete Graves/Erith Building Supplies	Teddington	750 Honda
26	Paul Deavin	Rochford	748 Kawasaki
27	Antony Cummins/Tillston Motorcycles	Billingham	750 Honda
29	Dean Ashton/Lynch Painting	Hull	750 Yamaha
32	Dave Redgate/Capp Walker Supplies	Orpington	749 Yamaha
33	David Pickworth/Follett Bimota	London	750 Bimota
38	Race Swann/Luton Insulation Service	Luton	750 Yamaha

[illegible]

<b>Points after Round 7:</b>	
1. Mark Linscott .....	71
2. Trevor Nation .....	39
3. John Reynolds .....	38
4. Ian Simpson .....	30
5. Steve Spray .....	25
6. Chris White .....	22
7. Matt Llewellyn .....	22

**Lap Records:**

Terry Rymer (750 Yamaha).....	47.6s	91.03mph	15.10.89
Steve Spray (588 Norton) .....	47.6s	91.03mph	15.10.89

## 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 4 12 LAPS

The first 6 places on the grid will be allocated to the top 6 point scorers after Round 7. Remaining positions will be by ballot in the assembly area.

No.	Rider/Passenger/Entrant	Home Town	Machine
2	David Saville/Paul Hutchison Sabre Racing	Retford	350 Yamaha
3	Gary Smith/Mick Wynn Snake Motors	Coulsdon	350 Yamaha
4	Boyd Hutchinson/Steve Birkett	Gainsborough	350 Yamaha
5	Mick Haith/David Haith Haith Tickhill Group	Tickhill	350 Yamaha
6	Eddy Wright/Stephen Campbell Eddy's Motorcycle Centre Ltd	Saxton	350 Shelbourne
7	Peter Krukowski/Chris McGahan	Crawley	350 Windle
8	Brian Gray/Peter Basile	High Wycombe	350 Yamaha
9	Michael Hamblin/Chris Hollis	North Kyme	350 Yamaha
10	Richard Nelson/Mark Camp Two the Limit Racing	Derby	350 Windle
11	Steve Noble/Mick Parker	Newick	350 Yamaha
14	Norman Hanks/TBA	Great Barr	347 NRTH
15	Adrian Williams/David Crawford Dennis Trollope Racing	Kingswood	347 Yamaha
16	Pat Gallagher/Garry Vallance	Loughborough	350 Yamaha
17	Neil Smith/Steve Mace	Mirfield	350 Yamaha
18	John Brindley/Chris Jones Sabre Racing	Misson	350 Yamaha
19	John Thompson/Iain Caulton Sabre Racing	Huntingdon	350 Yamaha
21	Jonathan Martin/Peter Hooker	Eastbourne	350 Windle
22	Andre Witherington/John Jackson	Retford	350 Yamaha
23	Martin Whittington/Christian Hefti P. Skelton	Mattersey	347 Yamaha
24	Roger Dixon/Alfie Edwards Lintaprint	Woodville	350 Windle
25	Stephen Sudkins/Terri Salone	Kettering	350 Yamaha
26	Garry Dickinson/Chris Founds	Westwoodside	350 Yamaha

[illegible]

<b>Points after Round 7:</b>	
1. D. Saville/P. Hutchinson .....	66
2. J. Brindley/C. Jones .....	61
3. M. Whittington/C. Hefti .....	54
4. R. Nelson/M. Camp .....	50
5. B. Hutchinson/S. Birkett .....	48
6. R. Dixon/A. Edwards .....	47

**Lap Records:**

**Lap Records:**

Derek Brindley/Nick Roche (350 Sabre Yamaha).....	52.1s	....83.17mph	.....15.10.89
Richard Nelson/Mark Camp (347 Yamaha).....	52.1s	....83.17mph	.....15.10.89

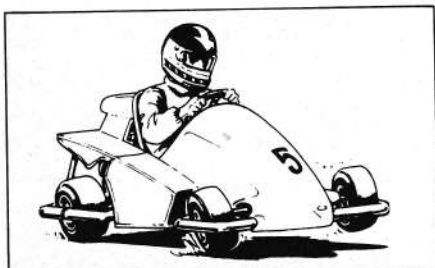
## RESULTS

**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 125 GP RACE

The first 6 places on the grid will be allocated to the top 6 point scorers after Round 7. Remaining positions will be by ballot in the assembly area.

No.	Rider/Entrant	Home Town	Machine
3	John Yates/Claycross Kawasaki	Chesterfield	125 Honda
4	Ian McConnachie/Claycross Kawasaki	Chesterfield	125 Honda
5	Darren Martin/John Davies Racing	East Goscote	125 Honda
6	Rob Orme/Clarke Racing	West Hallam	125 Honda
8	Julian Perry	Hinckley	125 Honda
9	Gavan Morris	Brereton	125 Honda
10	Mark Taylor	Eynsham	125 Honda
11	Steven Hands/Littlehampton Motorcycles	Portsmouth	125 Honda
12	Colin Belcher	Caterham	125 Honda
14	Ian Bennett/London Suzuki Centre	Prestwood	125 Rotax
15	Steve Sawford/St Neots Motorcycle Co	Tempsford	125 Honda
16	Marcello del Giudice	Derby	125 Honda
17	Dave Collinson	Poynton	125 Honda
18	Steve Thompson/John Davies Racing	Worthington	125 Honda
19	Martin Cox	Kings Lynn	125 Honda
20	Roger Lee/The Software Construction Co	Welwyn Garden City	125 Honda
21	Terry Wales	Witcham	124 Honda
22	Steve Kibble/Steve China	Wickford	125 Honda
23	Mike Pomfret	Hough	125 Honda
24	Chris Palmer	Carlisle	125 Honda
25	David Fabian/Bryan Collinson	Burton Latimer	125 Colson
26	Matthew Magee	Huddersfield	125 Honda
27	Mark Bingham	Newark	124 Honda
28	Patrick Corrigan	Preston	125 Honda
29	Fernando Mendes/Nick Carpenter Engineering	Dunstable	125 Honda
30	Carl Greenwood/McConaghy Racing	Radcliffe	125 Honda
31	Steve Gabbott	Preston	125 Honda
32	Graham Harknett	Cheshunt	125 Honda

[illegible]

Points after Round 7:	
1. Rob Orme .....	94
2. John Yates .....	52
3. Ian McConnachie .....	39
4. Fernando Mendes .....	34
5. Steve Mason .....	32
5. Darren Martin .....	32

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

## 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 6**  
**12 LAPS**

The first 6 places on the grid will be allocated to the top 6 point scorers after Round 7. Remaining positions will be by ballot in the assembly area.

No.	Rider/Entrant	Home Town	Machine
1	Rhys Boyd/David Brown Motorcycles	Mitcham	600 Kawasaki
3	John Yates/Claycross Kawasaki	Chesterfield	600 Kawasaki
4	Mike Edwards	Wigan	600 Kawasaki
5	Jason Emmett	Finchampstead	600 Yamaha
6	Adrian Squirrell	Framlingham	600 Yamaha
7	Rick Kwok	Bognor Regis	600 Yamaha
8	Rodney Knapp/Pirelli Motorcycle Tyres	Rugby	600 Kawasaki
9	Mark Smith-Halvorsen/Ram Hire Pro Audio	Addiscombe	600 Yamaha
10	Gary Weston	Ashford	600 Yamaha
11	Roger Milne/Veco Automotive	Aldborough	600 Yamaha
12	Howard Selby/G.S. Gedge	East Lothian	600 Yamaha
14	John Burgess/R&B Electronics	Thornton Heath	600 Kawasaki
15	Steve Ives/Motorcycle Centre	Hyde	600 Yamaha
16	John Reynolds/Kawasaki UK	Nuthall	600 Kawasaki
17	Phil Borley/Julian Soper Motorcycles	Southend-on-Sea	600 Yamaha
18	William Sykes	Skelton	600 Yamaha
19	Ian Scott/Bob Jackson Motorcycles	Kendal	600 Yamaha
20	Geoffrey Baldock/A&J Transport	Louth	548 Honda
21	Mark Farmer	Crawley	600 Yamaha
22	Robin Dawson/Eurotek Office Furniture	Wittering	600 Yamaha
23	Rory Thomson/Carrick Motorcycles	Larbert	600 Yamaha
25	Pete Graves/Erith Building Supplies	Teddington	600 Yamaha
26	Andrew Murphy	Shipton-by-Beningborough	600 Yamaha
27	Mark Hill	Northolt	600 Yamaha
28	Greg Dreyer	Tamworth	600 Yamaha
29	Dean Ashton/Lynch Painting	Hull	600 Yamaha
30	Francis Williamson/Mrs M. Lance	Liss	599 Yamaha
31	Steve Abbott/Charles Odell Transport	Rushden	600 Kawasaki
32	Ian Waiane/Bob Jackson Motorcycles	Kendal	598 Honda
33	Glen English/Colin Aldridge	Chelmsford	600 Yamaha
34	John MacDonald/Andrew Dick/John Law	Aughtertool	600 Yamaha
35	John Crawford/Andrew Dick/John Law	Coatbridge	600 Yamaha
36	Peter Ashbolt	Rochford	600 Yamaha
37	Dave Redgate/Capp Walker Supplies	Orpington	600 Yamaha
38	Race Swann/Luton Insulation Service	Luton	600 Yamaha

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

<b>Points after Round 7:</b>	
1. John Reynolds .....	78
2. Steve Ives .....	69
3. Phil Borley .....	63
4. Mike Edwards .....	53
5. Adrian Squirrel .....	27
6. Roar Milne .....	25

**Lap Records:**

**Lap Records:**

Mike Edwards (600 Yamaha) .....	50.2s	...	86.31mph	.....	15.10.89
Gary Weston (600 Yamaha) .....	50.2s	...	86.31mph	.....	15.10.89

## RESULTS

**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 12 LAPS

## THE 1300cc SIDECAR RACE

The first 6 places on the grid will be allocated to the top 6 point scorers after Round 7. Remaining positions will be by ballot in the assembly area.

No.	Rider/Passenger/Entrant	Home Town	Machine
2	Dave Lockyer/Terry Vincent Lockyer Motors Racing	Chislehurst	500 Krauser
3	Eric Cornes/Graham Wellington S.S. Engineering	Brewood	700 Ireson
4	Stuart Hall/Lee Eastell	Hingham	700 Yamaha
5	Roger Body/Andy Peach	Meopham	700 LCR
6	Robert Fisher/Trevor Crone Express Tyre Service (Lockerbie)	Workington	1100 Suzuki
7	Colin Nicholson/Eddie Mills	Slough	700 RCN
8	Brian Gray/Peter Basile	Downley	750 Yamaha
9	Andy Westhead/Bernard Thear	Blyton	700 Windle
10	Victor Jefford/Peter Hill Lynn Young/Claire Richardson	Leyburn	700 Yamaha
11	Mick Thompson/Ian Stapleton	Bedford	750 Yamaha
12	Tim Rope/David Kavanagh	Kingsclere	1100 Suzuki
14	Brian Reeves/Dave Fordham	Biddenden	700 Yamaha
15	Gordon Shand/TBA	Ayrshire	1052 Shand
16	Vincent Butler/Shawn Buck Curtis Transport Ltd	Brackley	500 Yamaha
17	John Cable/Chris Plant/London Town Despatch	Meopham	500 Windle
18	Ian Ashley/Chris Founds	Wirral	500 Krauser
19	Robert Aubrey/Gary Masterman	Neath	500 Yamaha

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

Lap Record:  
Steve Webster/Tony Hewitt (500 LCR Krauser) ..... 47.9s .... 90.46mph ..... 15.10.89

### Points after Round 7:

1. R. Fisher/T. Crone	85
2. V. Jefford/P. Hill	52
3. M. Boddice/D. Wells	34
4. V. Butler/S. Buck	30
5. G. Hardwick/S. Parker	22
6. A. Bidge/D. Mitchell	20
6. T. Rope/D. Kavanagh	20

### 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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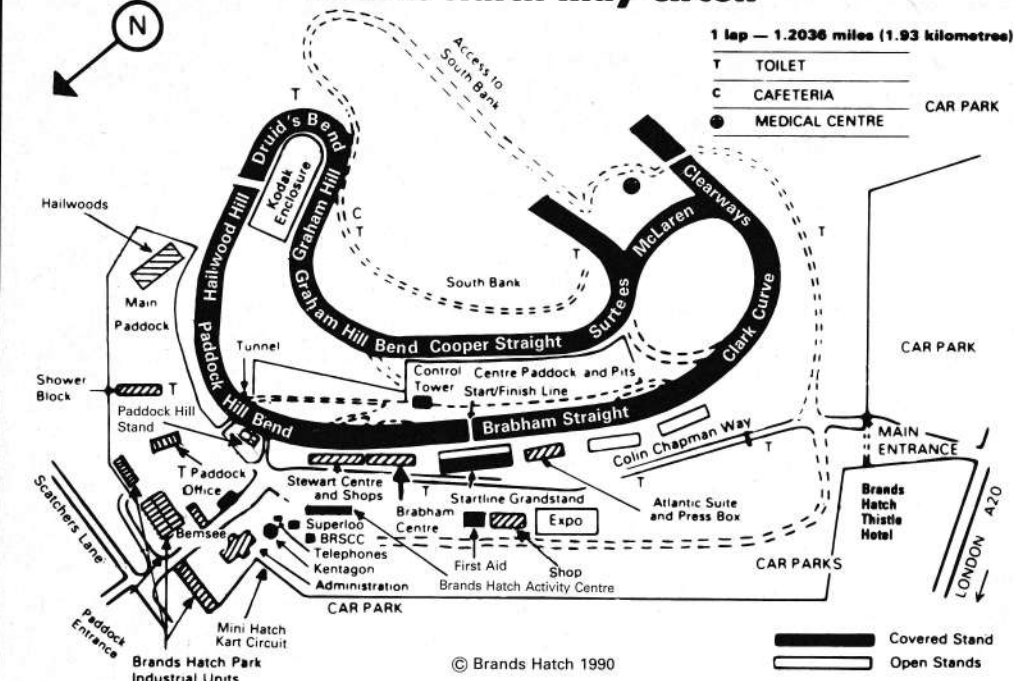
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## Brands Hatch Indy Circuit



### INDY CIRCUIT MOTORCYCLE RECORDS:

<b>Sidcar Record:</b>			
Steve Webster/Tony Hewitt (500 LCR Krauser).....	48.2s	89.89mph	17.9.89
<b>Solo Record:</b>			
James Witham (750 Suzuki).....	48.3s	89.70mph	23.10.88
Darren Dixon (750 Suzuki).....	48.3s	89.70mph	23.10.88

## Spectator Notices

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

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

### Police Enquiry Office

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

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

Brands Hatch Speed Table  
1 Lap = 1.2036 Miles

Lap Speed Table												SPEED (in mph) = 1.2036 × 3600 × No of laps												TIME (in seconds)											
Time	Speed	Time	Speed	Time	Speed	Time	Speed	Time	Speed	Time	Speed	Time	Speed	Time	Speed	Time	Speed	Time	Speed	Time	Speed	Time	Speed	Time	Speed	Time	Speed	Time	Speed	Time	Speed	Time	Speed		
35.0	123.80	38.4	112.84	41.8	103.66	45.2	95.86	48.6	89.16	52.0	83.33	55.4	78.21	58.8	73.69	62.2	69.77	65.4	66.25	68.7	63.07	72.0	57.10	75.4	52.80	78.8	50.40	82.2	48.00	85.6	44.60	89.0	40.20		
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	62.3	69.66	65.5	66.15	68.8	62.98	72.1	57.20	75.5	52.90	78.9	50.50	82.3	48.10	85.7	44.80	89.1	40.40		
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	62.4	69.55	65.6	66.05	68.9	62.89	72.2	57.30	75.6	53.00	79.0	50.70	82.4	48.30	85.8	45.00	89.2	40.60		
35.3	122.75	38.7	111.96	42.1	102.92	45.5	95.23	48.9	88.61	52.3	82.85	55.7	77.79	59.1	73.32	62.5	69.44	65.7	65.95	69.0	62.80	72.3	57.40	75.7	53.10	79.1	50.80	82.5	48.50	85.9	45.20	89.3	40.80		
35.4	122.40	38.8	111.67	42.2	102.68	45.6	95.02	49.0	88.43	52.4	82.69	55.8	77.65	59.2	73.19	62.6	69.22	65.8	65.75	69.1	62.71	72.4	57.50	75.8	53.20	79.2	50.90	82.6	48.70	86.0	45.40	89.4	41.00		
35.5	122.10	38.9	111.39	42.3	102.43	45.7	94.81	49.1	88.25	52.5	82.53	55.9	77.51	59.3	73.07	62.7	69.11	65.9	65.55	69.2	62.62	72.5	57.60	75.9	53.30	79.3	51.00	82.7	48.90	86.1	45.60	89.5	41.10		
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	62.8	68.99	66.0	65.45	69.3	62.52	72.6	57.70	76.0	53.40	79.4	51.10	82.8	49.10	86.2	45.70	89.6	41.20		
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	62.9	68.89	66.1	65.35	69.4	62.43	72.7	57.80	76.1	53.50	79.5	51.20	82.9	49.30	86.3	45.80	89.7	41.30		
35.8	121.03	39.2	110.53	42.6	101.71	46.0	94.19	49.4	87.71	52.8	82.06	56.2	77.10	59.6	72.70	63.0	68.78	66.2	65.25	69.5	62.34	72.8	57.90	76.2	53.60	79.6	51.30	83.0	49.50	86.4	45.90	89.8	41.40		
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	63.1	68.67	66.3	65.15	69.6	62.26	72.9	58.00	76.3	53.70	79.7	51.40	83.1	49.70	86.5	46.00	89.9	41.50		
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	63.2	68.56	66.4	65.05	69.7	62.17	73.0	58.10	76.4	53.80	79.8	51.50	83.2	49.90	86.6	46.10	90.0	41.60		
36.1	120.03	39.5	109.70	42.9	101.00	46.3	93.58	49.7	87.18	53.1	81.60	56.5	76.69	59.9	72.34	63.3	68.45	66.5	64.95	69.8	62.08	73.1	58.20	76.5	53.90	79.9	51.60	83.3	50.10	86.7	46.20	90.1	41.70		
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	63.4	68.34	66.6	64.85	69.9	61.99	73.2	58.30	76.6	54.00	80.0	51.70	83.4	50.30	86.8	46.30	90.2	41.80		
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	63.5	68.24	66.7	64.75	70.0	61.90	73.3	58.40	76.7	54.10	80.1	51.80	83.5	50.50	86.9	46.40	90.3	41.90		
36.4	119.04	39.8	108.86	43.2	100.30	46.6	92.98	50.0	86.66	53.4	81.14	56.8	76.28	60.2	71.98	63.6	68.13	66.8	64.65	70.1	61.81	73.4	58.50	76.8	54.20	80.2	51.90	83.6	50.70	87.0	46.50	90.4	42.00		
36.5	118.71	39.9	108.58	43.3	100.07	46.7	92.78	50.1	86.49	53.5	80.99	56.9	76.15	60.3	71.86	63.7	68.02	66.9	64.57	70.2	61.72	73.5	58.60	76.9	54.30	80.3	52.00	83.7	50.90	87.1	46.60	90.5	42.10		
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	63.8	67.91	67.0	64.47	70.3	61.64	73.6	58.70	77.0	54.40	80.4	52.10	83.8	51.10	87.2	46.70	90.6	42.20		
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	63.9	67.81	67.1	64.37	70.4	61.55	73.7	58.80	77.1	54.50	80.5	52.20	83.9	51.30	87.3	46.80	90.7	42.30		
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	64.0	67.70	67.2	64.28	70.5	61.46	73.8	58.90	77.2	54.60	80.6	52.30	84.0	51.50	87.4	46.90	90.8	42.40		
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	64.1	67.60	67.3	64.19	70.6	61.37	73.9	59.00	77.3	54.70	80.7	52.40	84.1	51.70	87.5	47.00	90.9	42.50		
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	64.2	67.49	67.4	64.10	70.7	61.29	74.0	59.10	77.4	54.80	80.8	52.50	84.2	51.90	87.6	47.10	91.0	42.60		
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	64.3	67.39	67.5	64.01	70.8	61.18	74.1	59.20	77.5	54.90	80.9	52.60	84.3	52.10	87.7	47.20	91.1	42.70		
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	64.4	67.28	67.6	63.92	70.9	61.07	74.2	59.30	77.6	55.00	81.0	52.70	84.4	52.30	87.8	47.30	91.2	42.80		
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	64.5	67.18	67.7	63.83	71.0	60.96	74.3	59.40	77.7	55.10	81.1	52.80	84.5	52.50	87.9	47.40	91.3	42.90		
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	64.6	67.07	67.8	63.74	71.1	60.86	74.4	59.50	77.8	55.20	81.2	52.90	84.6	52.70	88.0	47.50	91.4	43.00		
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	64.7	66.97	67.9	63.65	71.2	60.76	74.5	59.60	77.9	55.30	81.3	53.00	84.7	52.90	88.1	47.60	91.5	43.10		
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	70.57	64.8	66.87	68.0	63.57	71.3	60.69	74.6	59.70	78.0	55.40	81.4	53.10	84.8	53.10	88.2	47.70	91.6	43.20		
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	64.9	66.76	68.1	63.48	71.4	60.60	74.7	59.80	78.1	55.50	81.5	53.20	84.9	53.30	88.3	47.80	91.7	43.30		
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	65.0	66.66	68.2	63.39	71.5	60.52	74.8	59.90	78.2	55.60	81.6	53.30	85.0	53.50	88.4	47.90	91.8	43.40		
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	65.1	66.56	68.3	63.34	71.6	60.43	74.9	60.00	78.3	55.70	81.7	53.40	85.1	53.70	88.5	48.00	91.9	43.50		
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	65.2	66.46	68.4	63.25	71.7	60.35	75.0	60.10	78.4	55.80	81.8	53.50	85.2	53.90	88.6	48.10	92.0	43.60		
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	65.3	66.35	68.5	63.16	71.8	60.26	75.1	60.20	78.5	55.90	81.9	53.60	85.3	54.10	88.7	48.20	92.1	43.70		
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	65.4	66.25	68.6	63.07	71.9	60.17	75.2	60.30	78.6	56.00	82.0	53.70	85.4	54.30	88.8	48.30	92.2	43.80		
38.3	113.13	41.7	103.91	45.1	96.07	48.5	89.34	51.9	83.49	55.3	78.36	58.7	73.80	62.1	69.78	65.5	66.15	68.7	62.98	72.0	60.08	75.3	60.40	78.7	56.10	82.1	53.80	85.5	54.50	88.9	48.40	92.3	43.90		



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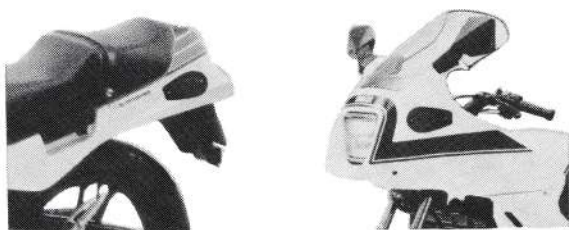
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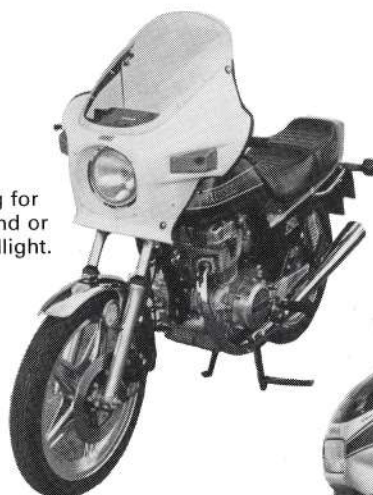
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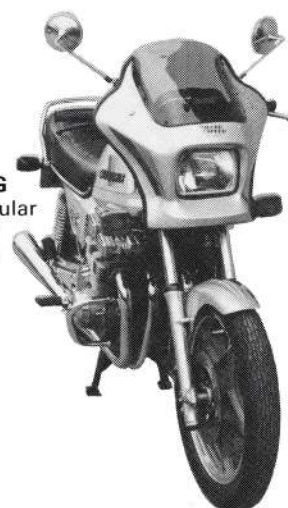
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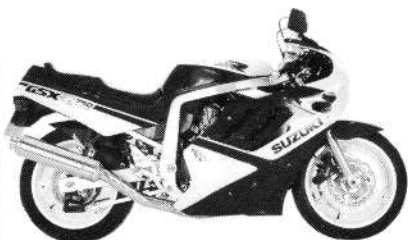


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