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Fawkham
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Chief Executive

Nicola Foulston

Managing Director

Richard Green

Motorsport Director

John Nicol

Finance Director

Simon Keeble

Group Operations Director

Cathie Robertson

Operations Manager

John Ward

Publications Designer/Editor

Adam Smith

Editorial contributions

Gary Pinchin

Tel: 01225 766319

Front cover photo by

Bryan Turner

Senior Group Sales Executive

Toby Milan

Tel: (01474) 872331

(editorial, advertising)

0990 125 250

(central booking office)

Fax: (01474) 874766

Data conversion & printing

idm

Studio 3b, Beechcroft Estate

Chapel Wood Road, Ash

Kent. TN15 7HX

Tel: (01474) 873227

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Brands Hatch - 28/29 september

Welcome to round nine of the Motor Cycle News British Superbike Championship. MCN's is putting backing worth £1 million into the championship during this season and the next two because we want UK road racing grow and flourish.

And the 1996 season has marked the start of an exciting new era of growth thanks to the changes brought by the Motorcycle Circuit Racing Control Board.

The racing class structure has been reworked to provide British talent with a streamlined route into the world championships.

Plus, with the substantial new package of BBC TV coverage, those riders have a much better chance of attracting sponsorship. Teams are becoming better funded and more professional. British riders will have a better chance to show their true potential, putting them higher on the lists of world championship head-hunters.

Those involved in the sport are showing a new willingness to work together, and we are already making giant strides towards our common goal - putting the Great back into Great British bike racing. The track action has been simply tremendous so far, and millions more TV viewers are becoming switched on to the sport as a result. TV bosses have also said they are keen to step up coverage next year.

MCN's aim is to make every round the best value for visitors. We are working closely with organisers to try to introduce extra attractions to make your day as entertaining and memorable as possible, such as giving fans the chance to chat to riders and see their machines at close quarters in pitlane walkabouts.

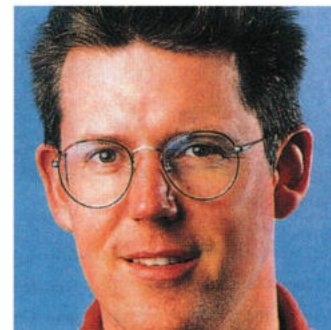
But we wouldn't be so big-headed to assume we've got everything right first time, so if you've got an idea that would have made your day even better, why not write to myself or championship organiser Robert Fearnall at the addresses shown below? Visitors' feedback from earlier rounds has already been taken on board and, where possible, acted on by race organisers.

Enjoy your day and don't forget to get the full story on the action, plus etop features, news and competitions right up to the end of the season and beyond in Motor Cycle News every Wednesday. Plus watch out for news of a special free season-ending party to be staged after the racing at the final round at Donington on October 13. I hope you can join me there to celebrate a terrific first season of MCN Superbike competition...

Sean Warwick
Editor, Motor Cycle News

Sean Warwick, MCN
20-22 Station Road
Kettering
Northants
NN15 7HH

Robert Fearnall, MCRCB
PO Box 72
Castle Donington
Derby
DE74 2ZQ



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World Motorsport, Sky Sports 3's new motor sports programme shown every Saturday (and repeated Mondays) is to cover the remaining rounds of the Thunderbike's and the Motorcycle City Superteen's. As well as full coverage of the last five rounds of both championships, there will also be highlights from the first half of both series. There will also be an end-of-season review of the whole of the MCN British Superbike Championship.

Hot chocolate!



At the beginning of the 1996, the Yamaha Race School based at Cadwell Park (Introductory Course), Brands Hatch and Donington (both Advanced), took on a completely new image. With the introduction to the Yamaha race team of Cadbury's Boost, we are giving you the opportunity to experience similar thrills as Messrs MacKenzie and Whitham. Cadbury's have climbed on board the ultimate racing school experience for two-wheel fanatics, to create the reality that is virtual. A full briefing from chief instructor Ron Haslam will help guide you through your day, before handing over to the instructors who will show the right way round. With a brand new Autocom system connecting you with your instructor, they will be able to coax you through the curves, hopefully enabling you to advance your riding technique - in other words, get ya knee down! Frank Thomas supply the suits, so there's no worry there. If you're interested in the courses available, just call the booking office for more details - **0990 125250**

A new award during 1996 season will make every team in the race paddock, at each of the ten MCN British Superbike Championship meetings, take a long hard look at itself. The Arai award will go to the best, most professionally presented team, on the day. It could be one of the Superbike teams or even a Superteen team running on a tight budget.

Scooter Trophy for '97

The expanding demand in the scooter market in the UK has resulted in the MCRCB launching the National Scooter UK Trophy for the 1997 motorcycle circuit racing season.

In collaboration with Piaggio Ltd and Malossi UK, the MCRCB will promote the Trophy along the lines of the hugely successful Trofeo Nazionale Scooter in Italy.

To ensure close competition, the UK Trophy will be a one-make series, using the automatic Piaggio Zip SP, converted to 70cc with the very latest Malossi performance equipment.

These purpose-built identical racing machines will have their engines tuned at the Malossi factory in Bologna, and all their race kit assemblies will be carried out by Malossi UK at their Long Eaton base.

Forty machines are being lined up for the eight race 1997 trophy. It is anticipated that the outlay for the machine, race parts and fitting will be £2,500. The championship will run at the following national motorcycle race meetings: *March 28, Brands Hatch; April 4, Mallory Park; May 5, Donington; June 14, Castle Combe; June 22, Brands Hatch; July 27, Mallory Park; Aug 25, Cadwell Park; Sept 28, Donington.*

Top Italian exponents of the art - Alesandro Rouzi (three times Italian National Scooter Champion) and Mauro Sanchini (current leader of the series) will be here to demonstrate the machines. There will be one sighting lap then four under racing conditions - game on!



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Elf Oil UK has become an associate sponsor of the MCN Superbike Championship. The company has lent his name to the fastest qualifier award, which will be known as the Elf Pole Position Award, the winner receiving a trophy plus cheque for £100.

MCN British Superbike Championship

BBC Transmission Scheduled

Rds	Race	Venue	BBC Transmission Date
17-18	Sept 29	Brands Hatch	Saturday 5 October
19-20	October 13	Donington	Saturday 19 October

Man of the Meeting

Old Spice and MCN have taken the initiative to single out a rider who demonstrates through their racing technique the masculine spirit of adventure - associated with the Old Spice fragrance. The prize of £500 will be presented after the second Superbike race, as judged by a panel of journalists. You also get the chance to vote for the MCN Old Spice Man of the Series award who will receive a cheque for £5,000. At each event, Old Spice girls will walk around handing out Old Spice Ducati Team cards. These will have a voting card attached where you will find full details of how to place your vote.

Next at **BRANDS HATCH**
Championship Cars - Oct 6
Pre Formula Ford Festival Race Day - Oct 13
Duckhams Formula Ford Festival - Oct 18-20
The Central Booking Office 0990 125250
(You can book your grandstand seat in advance) Tickets are available for all venues from Ticketmasters 24 Hour Hotline 0171 344 4444
The British Rallycross - Nov 3 - has been cancelled

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Doing **the** business **Steve** Hislop

When struggling Nemesis Kawasaki finally bit the dust after a nightmare Brands Hatch, it left the number one plate redundant. Thankfully, businessman Ben Atkins decided to pitch in and field British Champion Steve Hislop on his 1995 Reve Racing ZXR750 Kawasaki's which had lain dormant since John Reynolds' final ride for the team in last year's World Superbike Championship.

Atkins had planned to run a factory-backed Kawasaki WSB effort this year, plus a satellite British team, but the deals fell apart at a late stage.

When Nemesis folded, Atkins was able to secure backing from Red Bull bosses in Austria to fund a timely Reve return. Hislop showed up at Knockhill on the Chris Mehew-prepared machines with former British champion Roger Marshall managing the slim, but effective, outfit.

Hislop immediately showed his capabilities with two thirds and was smiling again, looking forward to the rest of the year - keen on picking up the pieces ready for another serious crack at the title in '97, even if the current Red Bull/Reve deal is only for the remainder of the season.

"I had been on a low all year. The bikes were in the development stage. I was trying to analyse the problems but we had no back-up to help get anything sorted out," said Hislop.

"It was like having an extra-long winter. Then I got on to the Reve bike at Knockhill. It's a '95 spec machine but it's up to World Superbike level. The set-up is good, the motor is good and the chassis works - it actually gets traction. I didn't get too much of that on the '96 bike! We never did any development work. Ray Stringer (a privateer) did more work than we did."

The Reve bike was good enough for front row Superbike qualifying at World Championship level in '95. It's obviously very competitive in the UK this year - even against the ex-factory Yamahas raced by James Whitham and Niall Mackenzie - but Hislop wasn't fully dialed-in at Knockhill, even if his result suggest otherwise. No matter, two thirds in the bag. But having had a chance to ride a competitive Kawasaki, how does it compare to his title-winning Ducati?

"Obviously they are two very different bikes but I'd say the Red Bull/Reve bike is a more competitive package," he said. "It's a bit more savage getting on the throttle compared to the Ducati and maybe the vee-twin was good out of tight corners but every where else the Reve bike scores."

This year Hislop was forced onto Dunlop tyres for the first



time over a full season after previously spending most of his career on Michelins. How did that affect him?

"I've been a Michelin man all my career and I thought we had serious problems with the Dunlops early in the year. But it was only when I rode the Reve bike that I realised there was never a tyre problem - it must have been a chassis problem amplified by the tyres on the '96 bike."

This weekend the Red Bull/Reve team have a target - race wins. Hislop says he's ready: "Initially, when I rode the bike I didn't want to do anything stupid. I certainly didn't want to crash. The important thing was to score some results and build on that. Now I've proved I can do the times, I'm feeling a lot more relaxed again and I'm just pleased to be out there."

"I was worried I'd get written off. I feel I've got a lot still to give and I'm aiming to prove my worth. I remember how well John Reynolds went on this bike here in '95. I'm sure I can do the business. I'm really looking forward to Brands." ● by Gary Pinchin

Photo by: Bryan Turner

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Local hero Terry Rymer is on a mission this weekend. After being blown away by the Yamahas on top speed here last time back in June, the Old Spice rider is looking for that sweet smell of success this time around! Never seen without his bottle, Gary Pinchin speaks to the Alan Whicker of the motorcycle world.



It's been a hectic season for Terry Rymer. As last winter's cobwebs were blown away, the lanky Londoner had a World Endurance contract with Suzuki France, then along came the offer to ride for the Old Spice team in the MCN British Superbike Championship. It presented a tough schedule given the amount of racing - and Suzuki testing also on the schedule.

At the time, Rymer said he was firmly committed to the Ducati effort, thankful for a chance to re-establish his name in the UK with a top class team.

And early season, that's exactly what he did. Rymer went out and won races - with ease, looking a class act on the blood red vee-twin. He took three wins in the first three rounds of the MCN Championship - and it could have been a maximum of six if the equipment had been reliable.

At Oulton, the fourth round, he trailed in with two fourth places, with team-mate Chris Walker and McCulloch Ducati rider Michael Rutter getting onto the rostrum in one race each along with the Boost Yamaha duo. Then at Snetterton Whitham's Yamaha simply had the legs over the Old Spice vee-twin and Rymer had to be content with two runner-up places.

Then came Darryl Beattie's crash in practice at the French GP and Rymer, who had been Lucky Strike Suzuki's test rider in 1995, was invited to step in as sub while the Aussie began a lengthy period of recuperation.

Rymer now had three separate contracts to consider - an incredible

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the old spice of life



workload by today's standards even if it might have been the norm in a bygone era.

But the Brit has never enjoyed good fortunes in the GPs - although he made a promising start, out-qualifying Russell in the first race at Assen to finish the race in seventh.

But it all went wrong in Germany when Rymer was taken out after Laurent Naveau had crashed on the warm-up lap. Rymer raced his second bike but slid off again in the race and an ankle injury prevented him from taking part in the Spa 24 hrs on the works GSX-R750 Suzuki entered by the French SERT factory outfit.

Rymer, still carrying the injury, also crashed out of the British GP and then jetted off to Suzuka for the Eight Hour where a seized engine pitched him into the gravel yet again. In rain-lashed Austria Rymer qualified 13th and finished 12th, ahead of Alberto Puig, despite an appalling start.

Rymer was able to fit in all these extra commitments largely thanks to the intermittent scheduling of the

British Superbike series which incorporated a seven-weekend, mid-summer break. But when the British series resumed, it brought a much publicised clash of interests, Rymer choosing to race the 500 at Brno when he should have been at Knockhill on the Ducati.

With Chris Walker also now engaged in 500 competition, Team Old Spice Ducati fronted at the Scottish venue with two new riders, Matt Llewellyn and Scott Smart, leading media attention to suggest there was a rift between Rymer and Old Spice team owner Robin Mortimer.

Rymer's Czech race was actually another nightmare: qualified 13th, finished 13th - unhappy with the tyres which he said were 'sliding everywhere.'

While Rymer fought every race to get to grips with the Lucky Strike Suzuki, he has consistently been the only rider to offer real resistance to the Boost Yamaha duo.

Even after missing Knockhill, he still sat third in the points but binding brakes ruined his hopes at Cadwell, forcing him out of the first race and restricting him to

Photo by: Lawrence Peeney (main), Double Red Photographic

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fourth place in the second leg which drops him to fourth in the points, two down on Rutter and no longer with any remote hope to the title.

We sat Rymer down in the Old Spice team awning during practice at Cadwell to discuss his busy season...

What was the situation between you and Robin Mortimer over your Knockhill absence?

Robin understood what I was doing. I'd said I would be back for Cadwell and I would do the remainder of the series - and that's what I intend to do.

At the start of the season you talked of total commitment to the Old Spice Ducati deal?

I did but it's like anything else in life - you drive a BMW, you want to have a go in a Ferrari. The GP500s are the cream. When I said I was committed to the Superbike deal I never imagined I'd be offered a 500 ride. And when the offer came I felt it was better for my career to ride the 500. It might never come again. I didn't want to miss out again.

You'd been offered a 500 ride before?

When I was riding for Loctite Yamaha I was offered a ride on Chili's Honda. I turned it down to concentrate on the Superbike and I've regretted it ever since!

You seemed to start confidently on the 500 at Assen but things tailed off a bit. Why was that?

Yeah, I was disappointed by my results. People have said it's been a shame I've not gone so good but they don't realise how hard it is. I was 1.3s off pole at Brno and that placed me 13th on the grid!

Maybe people expected more since you had some track time on a 500 last year?

Yeah, I tested the Lucky Strike four times last year but the whole GP package is so different to anything else. For a start you are up against the very best riders in the world. The bikes are difficult to ride and to set-up. You have to get the whole package spot-on. If you don't you end up 13th on the grid!

Compare it to Cadwell in the British Superbikes. I was one second off the pace in qualifying and I was still fourth. It says everything.

What's your biggest disappointment with your GP effort?

My performances! I suppose I put too much pressure on myself. That's what everyone around me said. But I wanted to go as fast as Doohan. I tried to relax a bit more in Austria but still do the best I could and it came easier I must admit. I think maybe the crash in Germany spoilt things a bit. I just feel that GP racing is a bit like climbing a mountain - you just about reach the summit when someone sticks another peak on top.

I was often quick in the first practice session but then I'd lose out - maybe I'd go the wrong way in set-up. Then I'd have too much to make up and I'd be trying too hard with a bike that



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wasn't quite set-up right. I think a Superbike is much more forgiving in that aspect. You can get away with so much more.

What's your life been like, trying to fit in three different racing contracts this year?

Hectic! At one stage, just before Cadwell, it all became a little too hectic. I felt I was on the verge of a breakdown - too many rides, all the traveling, training to keep fit. All I've done this year is train, travel, race, train, travel race. I've had no social life, no time with my family - and my family is really important to me.

It's the first time in my career it's ever been like this. My leisure time is important to me. But I don't want people to get the idea I'm complaining. I'll always complain - but I do love to race a motorcycle.

Now that Beattie is back in the saddle, you can concentrate on the Old Spice deal almost full-time - apart from the Bol Suzuki ride! There's been some team personnel changes with the Old Spice outfit - how are things within the Ducati set-up now?

The team is good. Robin's doing a good job and we've got some good people helping us. The problem we have is that the bikes are slow and old. What we have is basically Jamie Whitham's 1994 bikes - there's no getting away from that. We need more horsepower. We need new parts. We need to test. I've never tested with this team. I'm not being critical of the team but the rider can only do so much. I can't produce miracles.

But you won three races, mainly with ease, in the first three rounds, and would have won more had it not been for bike breakdowns. Then you complained after being beaten at Snetterton and Brands - with justification it must be said - that the Ducati was slow. How do you account for that?

Yamaha worked on development. They've been testing, got new parts. Their bikes are quick. There's not that much in it but it's enough. I've struggled since Oulton. My bike is a '94. The '96



bikes don't work - mine's slow even though I won on it at Oulton.

I'm not taking anything away from Jamie or Niall. They are both riding brilliantly. But my bike has had nothing new on it (to improve performance) since the first round at Donington. And I've also got Steve Hislop to worry about now as well. His Reve bike is a rocket-ship!

Robin's doing the best with what he's got. It costs a lot to run a team like this and he's done a brilliant job in this first season. But I wouldn't be a professional rider if I wasn't asking for the best equipment possible. I'm one of the very few guys in the series capable of winning races. I can do it. No problem. I showed that early in the year. But I need the equipment.

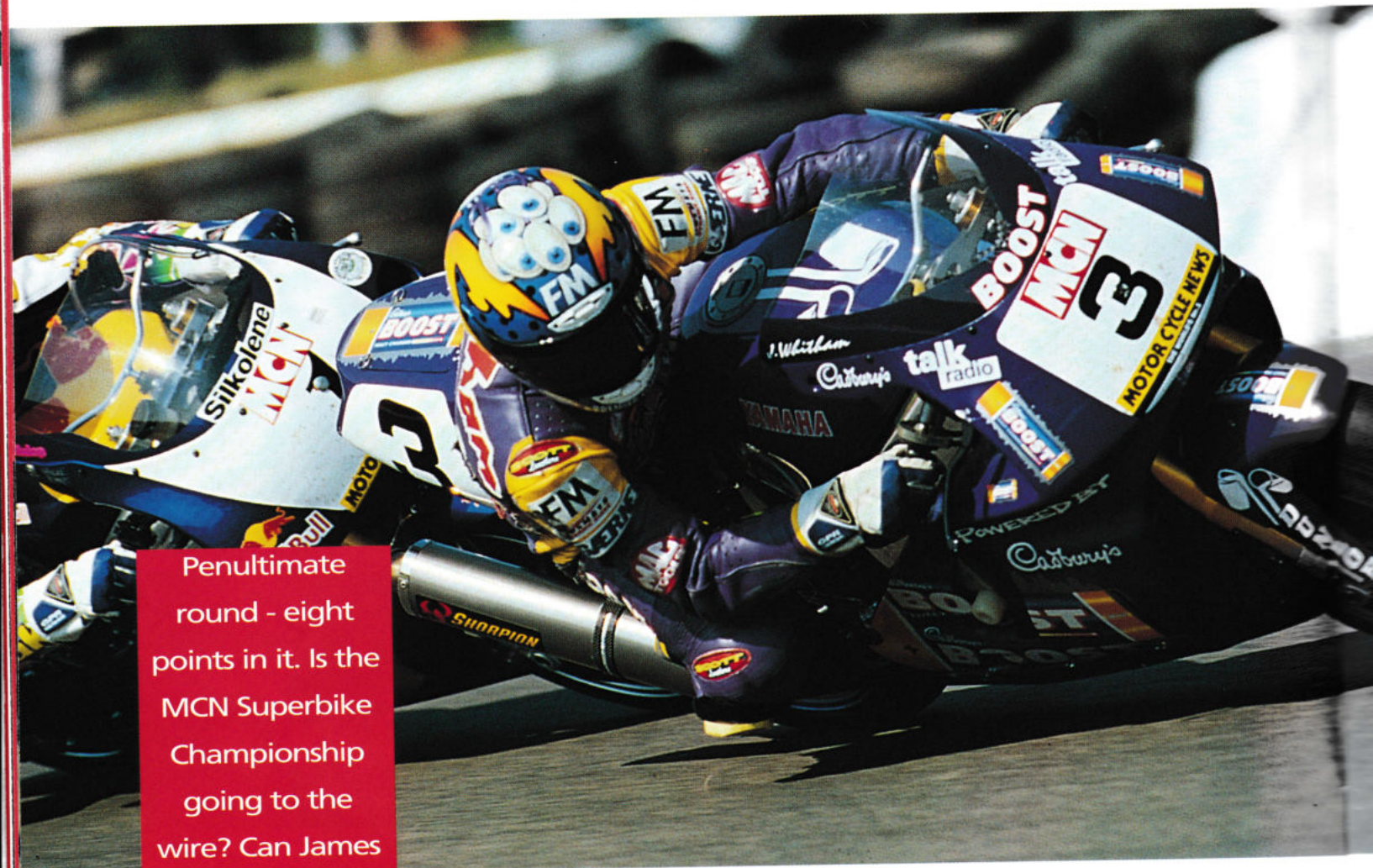
We're back at Brands - where the Yamahas proved dominant last time. Are you coming here hoping to win?

I'm aiming to win here, of course. I go into every race with the intention to win it but I'll only ever win races when it's possible; I wasn't possible at Brands last time and everyone saw why. I hope we can do it this weekend though - I'd really like to give those Boost boys something to chew on!

● by Gary Pinchin

Photos by: Double Red Photographic

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Penultimate round - eight points in it. Is the MCN Superbike Championship going to the wire? Can James Whitham prevent former GP star Niall Mackenzie from taking the title in his first season back in the UK? Will Mackenzie stop national hero Whitham from completing the fairy tale 'racer kicks cancer to win British Championship' headline?

just two remain

Whitham took the series lead after two brilliant Mallory performances, even though team-mate Mackenzie pushed him - literally - in the second leg. Whitham may rue his first round Donington no-score (crash followed by a loose gear linkage), Mackenzie might curse his poor starts which have forced him to come from the back on several occasions, including both races at Mallory. Whatever the outcome, there's no denying the Boost Yamaha duo have been the stars of the series. Whitham has been playing catch-up all year with his typical breathtaking antics. Mackenzie has been the dare-devil hard-charger in the pack.

Last time we were here in June, Whitham cast aside a challenge from Terry Rymer to clinch both races on the final lap - YZF power too much for the Old Spice vee-twin! Mackenzie - you've guessed it - made bad starts and had to be content with third places both times.

Meanwhile, the battle goes on down the field. Rymer is locked in a fight for third overall with Michael Rutter but went ten points down after being forced out of the first Mallory round with gearbox problems which also caused him some 'moments' at the hairpin in the second leg.

Rymer's title challenge has been dogged by mechanical problems with the Old Spice Ducati and not helped by missing Knockhill to race the Lucky Strike Suzuki. He was also frustrated here last time out, leading both races only for Whitham to out-gun from Clearways to the flag. Hope the team have 'spiced' up the engine performance this time!

Rutter, however, has been in the thick of the action most of the year with the Aye Gee/McCulloch Ducati with three rostrum finishes, and no less than five fourth

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Jamie Whitham has taken the lead in the series but now has Steve Hislop as a threat for race honours (main). Michael Rutter and Matt Llewellyn on now familiar Ducatis for both.
Photos by: Bryan Turner, Mike Armstrong



places. If he can keep the drive going this weekend he could topple the more experienced Rymer for third!

Scot Steve Hislop has been on the move, even though he's still riding a Kawasaki. The British Supercup Champion of 1995 had a miserable time on the 1996-spec Nemesis Kawasaki ZX-7, but the team itself got itself in a mess and folded.

Private businessman Ben Atkins stepped in, dusted off his 1995-spec Reve Racing ZXR750s which saw action in last year's World Superbike series in John Reynolds hands, and plonked Hislop in the saddle.

Hizzie, despite being low on confidence after his miserable time lacking competitive horsepower all year - was on the pace from the off, grabbing two thirds at Knockhill - got another at Cadwell - and challenged Whitham all the way at Mallory for runners-up position in leg one, backed up with third in leg two.

Don't bet against the Red Bull Reve rocket beating the Boost Boys here at Brands - it will stop a 10-win Yamaha streak!

The other rider to be left high and dry by the

Nemesis disaster was Matt Llewellyn. He was sitting around with Sunday's free until Robin Mortimer snapped up the Shell Advance Superbike Champion of 1995 for his Old Spice team to replace Chris Walker.

Like Hislop, Llewellyn was running with the pace-setters straight away, feeling right at home on a vee-twin after several fruitless months trying to make a '96 Kawasaki competitive! Sadly, brake problems ruled him out at Mallory but he'll be fired up for this one, no question.

One man who has been competitive on a Kawasaki all year is Ray Stringer - just to show that a privateer can still cut the mustard at this level. Stringer builds his own bikes and up to Cadwell, had failed to finish in only one race. He's also been on the podium and says that only illness in recent weeks, a lung infection - has stopped him from being up there more often. The bike is plenty fast enough! Stringer was fifth and sixth here last time. He'll go better this weekend!

Ian Simpson's season has been something of a nightmare. The Duckhams Ducati has failed to finish races too often and it's not always looked as sharp as the other vee twins in the pack - although it looked

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fast enough down the back chute at Mallory. However, Simpson is a fighter and it's worth remembering he led here in June, only to lose the front end at Surtees. Don't bet against him coming up with the goods this weekend, the team certainly needs some good luck for a change!

Perhaps that lucky charm could be local (well, Southend's near enough!) lad Phil Borley, who returns to the Seeley set-up to ride the second bike. Remember, Borley was placed third overall on the Duckhams Norton two years ago, Simpson being the champion, before a fruitless excursion last year on the Castrol Honda.



Ian Simpson (top) has his old sidekick Phil Borley back in the squad. David Jefferies has been squeezing some decent results out of the Medd Honda. **Photos by:** Bryan Turner, Mike Armstrong

David Jefferies has had some impressive rides on the Medd Honda - his best yet coming at Cadwell and Mallory where he finished a brilliant fourth. Brands is hard on the RC45 - as the factory boys showed here in August - but don't be surprised to see DJ muscle the Medd monster up among the points!

Other Ducati men looking for an upturn in fortunes are: Dean Ashton who finally managed to put two scoring races together at Cadwell after a string of mechanical failures - and Peter Graves, who's been putting the points together on a regular basis, is looking for double point score finishes this weekend on the Radio Atlantic 252 vee-twin. Also look out for Andy Ward who has taken over Graham Ward's ride on the Five-Seven Ducati. Andy is a great wet-weather rider so if the conditions are not perfect today, he's the man to spring a few surprises!

● by Gary Pinchin

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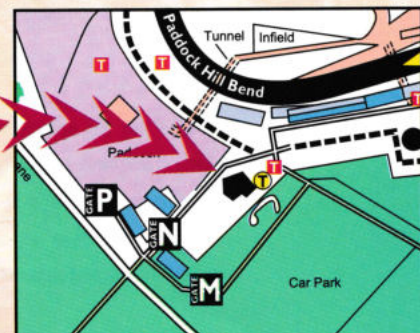
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PO Box 72

Castle Donington

Derby

DE74 2ZQ

Tel: 01332 853822

Fax: 01332 853723

Directors:

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timetable

28 - 29 september 1996



British Superbike Championship 1996 Rounds 17 - 18

saturday 28 september

timed practice

First Session		Second Session
09:00 - 09:30	British 125cc Championship	13:10 - 13:40
09:40 - 10:10	British 250cc Championship	13:50 - 14:20
10:20 - 10:50	MCN British Superbikes	14:30 - 15:00
11:00 - 11:30	Motorcycle City Superteens	15:10 - 15:40
11:40 - 12:10	British Thunderbike Supercup	15:50 - 16:20
16:40		

Race 1 British 125cc Supercup 15 laps
This is the cancelled race from the 5th round held at Brands Hatch and is open to qualifiers only for that race. The original grid positions will be used.

sunday 29 september

09:00 - 09:40 Motor Cycle News Pit Lane Walkabout

untimed warm-up

10:00 - 10:10	British 125cc Championship
10:15 - 10:25	MCN British Superbikes
10:30 - 10:40	British 250cc Supercup
10:45 - 10:55	Motorcycle City Superteens
11:00 - 11:10	British Thunderbikes

11:20 - 11:30 Yamaha Parade

Presentation of Arai Team Award for professional presentation and the Elf Pole Position Award

racing

12:05

Race 2 British 125cc Supercup - Race 1	15 laps
Race 3 Motor Cycle News British Superbike Championship - Race 1	24 laps
Race 4 British 250cc Supercup - Race 1	15 laps
Race 5 Motorcycle City British Superteen Championship	15 laps

Launch of the 1997 National Scooter Trophy with Piaggio Ltd and Malossi UK

Race 6 Motor Cycle News British Superbike Championship - Race 2	24 laps
Race 7 British Thunderbike Supercup	24 laps
Race 8 British 125cc Supercup - Race 2	15 laps
Race 9 British 250cc Supercup - Race 2	15 laps

Brands Hatch Leisure Group uses and recommends **YAMAHA** motorcycles

Races (1) 2 - 8 15 laps

British 125cc Supercup

factfile

specification:

Solo machines over 80cc to 125cc, two stroke, one cylinder maximum, six gears maximum, with a minimum weight of 65kg.

points system:

Riders Championship: Points will be awarded to the first 15 finishers as follows: 25-20-16-13-11-10-9-8-7-6-5-4-3-2-1.

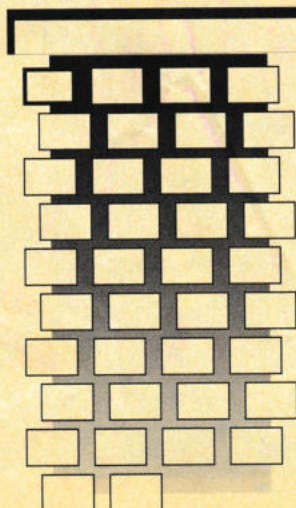
awards:

Prize money will be awarded to the first 15 finishers as follows: £600, £400, £200, £170, £150, £130, £110, £100, £90, £60, £60, £60, £60, £60.

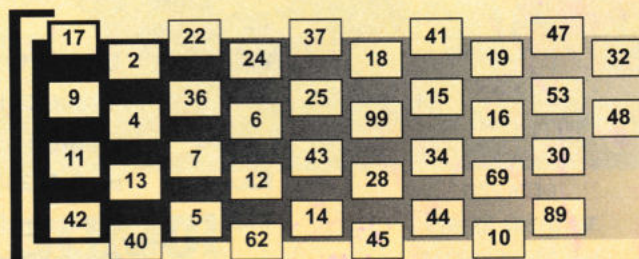
qualifying rounds:

March 30/31, Donington Park
April 7/8, Thruxton
May 5/6, Oulton Park
May 10/11, Snetterton
June 22/23, Brands Hatch
August 17/18, Knockhill
August 25/26, Cadwell Park
Sept 14/14, Mallory Park
Sept 28/29, Brands Hatch
October 12/13, Donington Park

starting grid



no.	rider	hometown	owner/sponsor	machine
2	Steve Patrickson	Shipley	Paul Bird Motorsports	Honda
4	Pete Jennings	Evesham	Knotts Motorcycles	Honda RS RT
5	Damien Cahill	London	Team Total Aprilia/SS Engineering	Aprilia
6	Ian Lougher	Rhoose	Scania GB Ltd	Aprilia
7	Chris Palmer	Carisle	Lee Rumney Racing	Honda
9	Phelim Owens	Dungannon		Honda RS
11	Robin Appleyard	Keighley	Team Colin Appleyard Racing	Honda
12	Gavan Morris	Rugeley	Ron Easton-Pete Banks/AMV Racing	Yamaha
13	Alan Green	Bristol	Breadline Racing	Honda
17	Fernando Mendes	Dunstable	Padgett's Motorcycles	Honda
19	Stuart Nicholls	Boston		Honda
21	James Crumpton	Stourport	Merrydown Sports Racing	Honda
24	Paul Notman	Stapleford	Speedline Motorcycles	Honda RS
25	David Dawson	Manea	Kegra Racing	Honda
26	Darren Lane	Chesham	Moores Motorcycles	
27	Raoul Lawrence	Worthing		Honda
28	Daniel Tarratt	Melton Mowbray	Ardent Fabrication	Honda RS
30	Russell Chatterton	Essex		Honda
34	Shaun Lane	Chesham	Moores Motorcycles	Honda RS
36	Jason Davis	Hereford		Honda
37	Jeffrey Claridge	Peckham	RETEK	Honda
38	Iain Green	Orpington		Honda
39	Erick Defortescu	Le Havre		Honda
41	Gareth Jones	Tonbridge	Gary Lingham Racing	Honda
43	Kenny Tibble	Barnsley	Gary Lingham Racing	Honda
44	Nick Medd	York	Medd Racing	Aprilia
45	Jeremy Goodall	Scarborough	Fast Line Racing	Honda RS
46	Greg Farrar	High Wycombe	Brian Gray Motorcycles	Honda
47	Craig Gray	High Wycombe	Brian Gray Motorcycles	Honda
48	Russell Waring	Leighton Buzzard		Yamaha
49	Todd Dowty	Whaddon	Steel Craft Ltd	Honda
52	Adam Loft	Dartford		Honda
62	Nick Lang	London	Gary Lingham Racing	Honda
69	Tim Wilson	London	TDM Racing	Honda RS



result - round 10

1st 2 2nd 4 3rd 17 4th 7 5th 5 6th 11 7th 36 8th 28 9th 13 10th 12
 Winner's time: 14.3184 Speed 74.54 mph. Fast.lap: No 4 Time 56.59 Speed 76.56 mph.

results

1st 2 2nd 9 3rd 4 4th 17 5th 28 6th 7 7th 12 8th 25 9th 24 10th 44
 Winner's time: 13.45 Speed 73.45 mph. Fast.lap: No 4 Time 56.66 Speed 76.45 mph.

1st _____ 2nd _____ 3rd _____ 4th _____ 5th _____ 6th _____ 7th _____ 8th _____ 9th _____ 10th _____
 Winner's time: _____ Speed _____ mph. Fast.lap: No _____ Time _____ Speed _____ mph.

lap record

Phelim Owens
(Honda)

time: 49.21s

average speed: 88.05mph

date: 23.06.96

Brands Hatch Leisure Group uses and recommends **YAMAHA** motorcycles

NO SENSE OF DIRECTION?!



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CLOSER TO HOME THAN YOU THINK!



**British
Superbike
Championship**



**24 laps
28.88 miles**

**Qualifying
session one session two**

factfile

specification: Motorcycles for Superbike correspond to motorcycles of current production, available to the public wishing to obtain high performance machines. Motorcycles to be homologated for Superbike racing must be standard catalogue production models which have been manufactured within the preceding 5 years, sold for every day road use and completely equipped with lighting. Motorcycles must conform in all respects to the 1968 Vienna Convention. Classes: Over 600-750cc four stroke, four cylinder; Over 600-900cc four stroke, three cylinders; Over 750-1000cc four stroke, two cylinders.

points system: *Riders Championship:* Points will be awarded to the first 15 finishers as follows: 25-20-16-13-11-10-9-8-7-6-5-4-3-2-1.

Manufacturers Championship: Points awarded to the highest placed make of machine as per riders format. Other placings of the same make will be ignored.

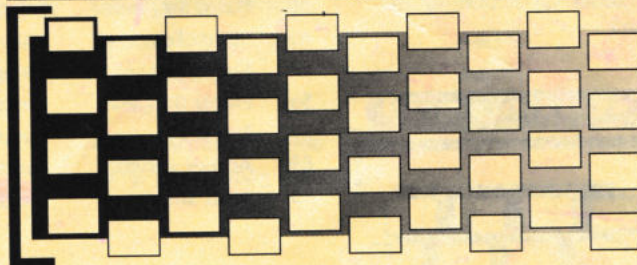
Sponsors/Team Championship: Points awarded to the two highest placed machines from each team, as per Riders format.

awards: Prize money will be awarded to the first ten finishers as follows: £1000, £600, £400, £200, £160, £150, £140, £130, £120, £100.

Pole Position Award: The Elf Trophy and £100 will be awarded to the rider setting the fastest qualifying time.

starting grid: The fastest 40 riders, based on Saturday's two periods of timed qualifying, will start the races providing their times fall within 110% of the third fastest rider. The grid for the day's second race is identical to that of the first.

starting grid



results - race 3

1st	7	2nd	30	3rd	4	4th	3	5th	57
6th	22	7th	9	8th	21	9th	17	10th	77
11th	5	12th	39	13th	24	14th	50	15th	35
Winner's time:	21.607		Speed	82.13		mph.			
Fastest lap: No	22	Time	50.89	Speed	85.21	mph			

results - race 6

1st	7	2nd	9	3rd	57	4th	30	5th	3
6th	22	7th	1	8th	77	9th	70	10th	27
11th		12th		13th		14th		15th	
Winner's time:	22.177		Speed	77.73		mph.			
Fastest lap: No	7	Time	54.46	Speed	79.56	mph			

lap record

James Whitham (Yamaha)
time: 46.58s average speed: 93.02mph date: 23.06.96

Brands Hatch Leisure Group uses and recommends **YAMAHA** motorcycles

Races 4 - 9 15 laps

British 250cc Supercup

factfile

specification:

Solo machines over 201cc to 250cc, two stroke, two cylinder maximum, six gears maximum, with a minimum weight of 90kg.

points system:

Riders Championship: Points will be awarded to the first 15 finishers as follows: 25-20-16-13-11-10-9-8-7-6-5-4-3-2-1.

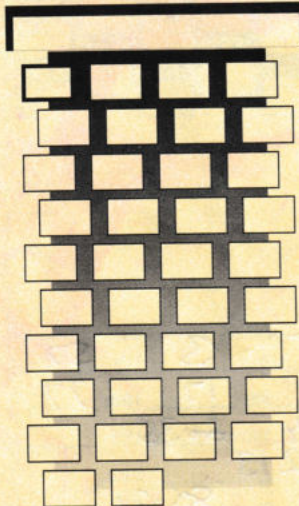
awards:

Prize money will be awarded to the first ten finishers as follows: £600, £400, £200, £170, £150, £130, £110, £100, £90, £60, £60, £60, £60, £60.

qualifying rounds:

March 30/31, Donington Park
April 7/8, Thruxton
May 5/6, Oulton Park
May 10/11, Snetterton
June 22/23, Brands Hatch
August 17/18, Knockhill
August 25/26, Cadwell Park
Sept 14/14, Mallory Park
Sept 28/29, Brands Hatch
October 12/13, Donington Park

starting grid



no.	rider	hometown	owner/sponsor	machine
3	Dean Johnson	Coalville		Yamaha
5	Steve Sawford	Biddenham	Team Total Aprilia/SS Engineering	Aprilia
6	Callum Ramsay	Perth	Team MSR Caledonia Homes	Aprilia
8	Gary May	Hungerford	Silver Machine/Mays Garage	Aprilia
9	Adrian Clarke	Langley Mill	VHE/Ian Clarke	Honda
10	Rob Frear	Scuthorpe	Dennis Trollope Racing	Yamaha
11	Robin Milton	Raunds	Team Colin Appleyard Racing	Honda
12	Chuck Sorensen	Batley	Autorama/Padgetts/Bourbon Street	Yamaha TZ
14	Grieg Ramsay	Perth	Mick Patridge	Yamaha
15	Max Vincent	Earl Shilton	Keppel-Sulby Racing	Honda
17	Woolsey Coulter	Portadown	Eden Car Sales	Aprilia
18	John McGuinness	Morecombe	Paul Bird Motorsport	Honda RS
20	Stephen Thompson	Crumlin		Aprilia
21	Mark Chapman	Bristol	Dennis Trollope Racing	Yamaha
22	Adrian Coates	Antrim	Team Great Britain	Yamaha
23	Andy Young	Sandhurst		Honda
24	Barry Blyther	Rayleigh	Blythers Transport	Honda
25	Lee Dickinson	Chesterfield	Galemain (Eng. Svs.) Ltd.	Honda
28	Mark Marshall	Tunbridge Wells		Yamaha
29	Barry Winter	Nottingham		Honda
33	Gerrard Swanson	Derby	PJE Racing	Yamaha
35	Paul Shook	Argoed		Yamaha
36	Philip Stead	Northallerton	Team NYRRSC	Yamaha TZ
45	Stuart Edwards	Billericay	Revival Gifts at Topman	Honda
53	Neil Higgs	Chippenham		Yamaha
55	Elliott Burgess	Lymington	GR Pro-Active/TGW Racing	Honda
57	Tim Levy	Kings Lynn	PJE Racing/Ron Greengrass	Yamaha
69	Anthony Russo	London	TDM Racing	Yamaha
88	Scott Smart	Maidstone	Team N.A.D. Mortimer	Honda

lap record

Steve Sawford
(Aprilia)

time: 46.87s

average speed: 92.44mph

date: 23.06.96

results

1st	11	2nd	17	3rd	18	4th	47	5th	8	6th	5	7th	9	8th	45	9th	12	10th	3
Winner's time:	14.55		Speed	76.5		mph.	Fast.lap: No	11		Time	55.04		Speed	78.76		mph.			
1st		2nd		3rd		4th		5th		6th		7th		8th		9th		10th	
Winner's time:			Speed			mph.	Fast.lap: No			Time			Speed			mph.			

Brands Hatch Leisure Group uses and recommends **YAMAHA** motorcycles

Race 5 15 laps

factfile

specification:

Solo machines, 2-stroke single cylinder machines with a maximum of 125cc, conforming to the General Regulations of the MCRCB and the specific regulations for Superteens as laid down in the technical regulations. All Superteen riders must be between the ages of 15 and under 20 years on the 1 March 1996. Competitors who become 15 years of age after that date which have been assessed and approved by the MCRCB can be considered to take part in the series. The MCRCB reserves the right to refuse the registration to competitors over the age of 18 whose experience or ability are not in the 'spirit' of the series.

points system:

Riders Championship: Points will be awarded to the first 15 finishers as follows: 25-20-16-13-11-10-9-8-7-6-5-4-3-2-1.

awards:

Prize money will be awarded to the first ten finishers as follows: £300, £200, £150, £120, £100, £85, £75, £65, £55, £10.

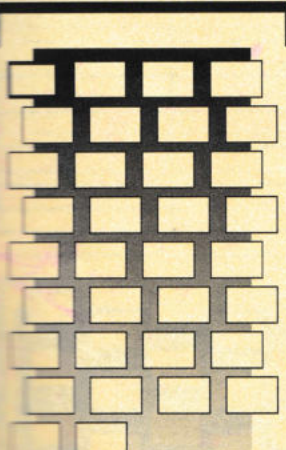
qualifying rounds:

As per Superbikes.

Motorcycle City Superteen Championship

no.	rider	hometown	owner/sponsor	machine
1	Mark Burr	Penrith		Aprilia
2	Richard Hackett	Corley	Team McCulloch	Cagiva Mito
3	Lee Hodge	Ruislip Manor	RAD Fabricating Company	Aprilia
4	Andi Notman	Stapleford	Speedline Motorcycles	Aprilia
6	Chris Burns	Newcastle Upon Tyne	TF Electrics	Aprilia
7	Karl Harris	Harrogate	Team Great Britain	Aprilia
8	Mark Chadwick	Bedford		Cagiva
12	James Toseland	Sheffield	Charles Freeman Motorcycles	Cagiva
15	Barry Waumsley	Stamford		Aprilia
16	Andrew Sawford	Sandy	St Noets Motorcycle Co. Ltd	Aprilia RS RSP
17	Matthew Bedford	Chumleigh	Mick Walker Racing	Cagiva Mito
18	Graham Seward	Coalville	Halbert Light Haulage	Aprilia
20	Mark Heckles	Liverpool	Mick Walker Racing	Cagiva
21	Tom Tunstall	Huddersfield	Earnshaws	Aprilia
22	Steven Brogan	Liverpool	Team Total Aprilia/SS Engineering	Aprilia
23	Christopher Martin	Shipton Thorpe	Team Total Aprilia/SS Engineering	Aprilia
26	Lee Silvain	Bury St Edmunds		Aprilia
29	David Gatenby	Stockton on Tees	Armstrong Engineering	Aprilia
31	Neil Garner	Burton-on-Trent		Aprilia
34	Peter Wilson	Swindon		Aprilia
44	Michael Hill	Stockton on Tees	Speedline Motorcycles /Team NYRRSCC	Aprilia
51	Paul Jones	Liverpool	Blacks Bike Shop	Aprilia
75	Chris Clark	Crawley		Aprilia
98	Kieran Murphy	Ipswich	Colchester Motorcycles/ J.E. & A. Goodwin (Haulage)	Aprilia

starting grid



lap record

Chris Burns
(Aprilia)
time: 54.20s
average speed: 82.25mph
date: 23.06.96

Brands Hatch Indy Circuit Lap Speed Table																			
1 Lap = 1.2306 Miles																			
Outright Lap Record:																			
Time	Speed	Time	Speed	Time	Speed	Time	Speed	Time	Speed	Time	Speed	Time	Speed	Time	Speed	Time	Speed	Time	Speed
secs	mph	secs	mph	secs	mph	secs	mph	secs	mph	secs	mph	secs	mph	secs	mph	secs	mph	secs	mph
35.0	123.80	37.6	115.24	40.2	107.79	42.8	101.74	45.4	95.44	48.0	90.27	50.6	86.03	53.2	81.85	55.8	77.65	58.4	74.19
35.1	123.45	37.7	114.93	40.3	107.52	42.9	101.00	45.5	95.23	48.1	90.08	50.7	85.48	53.3	81.29	55.9	77.51	58.5	74.07
35.2	123.10	37.8	114.66	40.4	107.25	43.0	100.77	45.6	95.02	48.2	89.90	50.8	85.29	53.4	81.14	56.0	77.37	58.6	73.94
35.3	122.75	37.9	114.39	40.5	106.99	43.1	100.53	45.7	94.81	48.3	89.71	50.9	85.10	53.5	80.99	56.1	77.24	58.7	73.82
35.4	122.40	38.0	114.03	40.6	106.72	43.2	100.30	45.8	94.61	48.4	89.52	51.0	84.96	53.6	80.84	56.2	77.10	58.8	73.69
35.5	122.10	38.1	113.73	40.7	106.46	43.3	100.07	45.9	94.40	48.5	89.34	51.1	84.79	53.7	80.69	56.3	76.96	58.9	73.56
35.6	121.71	38.2	113.43	40.8	106.20	43.4	99.84	46.0	94.19	48.6	89.15	51.2	84.63	53.8	80.54	56.4	76.83	59.0	73.44
35.7	121.37	38.3	113.13	40.9	105.94	43.5	99.61	46.1	93.99	48.7	88.97	51.3	84.45	53.9	80.39	56.5	76.69	59.1	73.32
35.8	121.03	38.4	112.84	41.0	105.68	43.6	99.38	46.2	93.79	48.8	88.79	51.4	84.28	54.0	80.24	56.6	76.55	59.2	73.19
35.9	120.70	38.5	112.54	41.1	105.42	43.7	99.15	46.3	93.58	48.9	88.61	51.5	84.14	54.1	80.09	56.7	76.42	59.3	73.07
36.0	120.36	38.6	112.25	41.2	105.17	43.8	98.93	46.4	93.38	49.0	88.43	51.6	83.97	54.2	79.94	56.8	76.28	59.4	72.95
36.1	120.03	38.7	111.96	41.3	104.91	43.9	98.70	46.5	93.18	49.1	88.25	51.7	83.81	54.3	79.80	56.9	76.15	59.5	72.82
36.2	119.70	38.8	111.67	41.4	104.66	44.0	98.48	46.6	92.98	49.2	88.07	51.8	83.65	54.4	79.65	57.0	76.02	59.6	72.70
36.3	119.37	38.9	111.39	41.5	104.41	44.1	98.25	46.7	92.78	49.3	87.89	51.9	83.49	54.5	79.50	57.1	75.89	59.7	72.58
36.4	119.04	39.0	111.10	41.6	104.16	44.2	98.03	46.8	92.58	49.4	87.71	52.0	83.33	54.6	79.36	57.2	75.75	59.8	72.46
36.5	118.71	39.1	110.82	41.7	103.91	44.3	97.81	46.9	92.39	49.5	87.53	52.1	83.17	54.7	79.21	57.3	75.62	59.9	72.34
36.6	118.38	39.2	110.53	41.8	103.66	44.4	97.59	47.0	92.19	49.6	87.36	52.2	83.01	54.8	79.07	57.4	75.49	60.0	72.22
36.7	118.06	39.3	110.25	41.9	103.41	44.5	97.37	47.1	91.99	49.7	87.18	52.3	82.85	54.9	78.92	57.5	75.36	60.1	72.10
36.8	117.74	39.4	109.97	42.0	103.17	44.6	97.15	47.2	91.80	49.8	87.01	52.4	82.69	55.0	78.78	57.6	75.22	60.2	71.98
36.9	117.42	39.5	109.70	42.1	102.92	44.7	96.93	47.3	91.61	49.9	86.83	52.5	82.53	55.1	78.64	57.7	75.09	60.3	71.86
37.0	117.11	39.6	109.42	42.2	102.68	44.8	96.72	47.4	91.41	50.0	86.66	52.6	82.38	55.2	78.50	57.8	74.96	60.4	71.74
37.1	116.80	39.7	109.14	42.3	102.43	44.9	96.50	47.5	91.22	50.1	86.49	52.7	82.22	55.3	78.35	57.9	74.84	60.5	71.62
37.2	116.48	39.8	108.89	42.4	102.19	45.0	96.29	47.6	91.03	50.2	86.33	52.8	82.06	55.4	78.21	58.0	74.71	60.6	71.50
37.3	116.17	39.9	108.60	42.5	101.95	45.1	96.07	47.7	90.84	50.3	86.14	52.9	81.91	55.5	78.07	58.1	74.58	60.7	71.38
37.4	115.85	40.0	108.32	42.6	101.71	45.2	95.86	47.8	90.65	50.4	85.97	53.0	81.75	55.6	77.93	58.2	74.45	60.8	71.27
37.5	115.55	40.1	108.05	42.7	101.47	45.3	95.65	47.9	90.46	50.5	85.80	53.1	81.60	55.7	77.79	58.3	74.32	60.9	71.15

results

1st 6 2nd 75 3rd 1 4th 21 5th 51 6th 52 7th 20 8th 4 9th 32 10th 27
 Winner's time: 15.287 Speed 67.97 mph. Fast.lap: No 7 Time 55.82 Speed 73.16 mph.

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Race 7

British Thunderbike

No.	rider	hometown	owner/sponsor	bike	Qualifying	
					session one	session two
1	Mike Edwards	Wigan	V+M Racing	Honda CBR		
2	David Heal	Heathfield	V+M Racing	Honda CBR		
4	Pete Jennings	Dewsbury	Tony Scott Racing	Honda CBR		
5	John Crawford	Coatbridge	T. French & Son	Kawasaki ZX6R		
6	Steve Plater	Woodhall spa	TJ & MG Racing	Honda CBR		
7	Adam Lewis	Andover	Thrupton Motorcycles	Yamaha 600		
8	Dave Martin	Southall	Ibris Racing/NSPCC/Nikki Kennedy Tuning	Kawasaki ZX6R		
9	Phillip McCallen	Portadown	Motorcycle City	Honda CBR		
10	Ian Simpson	Dalbeattie	Semicom Sanyo	Yamaha		
11	Alan Harland	Harlow		Honda CBR		
14	Andrew Pallot	Bury St Edmonds	Amot Team Racing	Yamaha		
15	Mick Corrigan	Sheffield	Nicmonira Racing	Yamaha		
16	Neil Baker	East Brent	GT Motorcycles	Kawasaki		
17	Alan Barker	Emsworth		Honda		
18	Malcolm Ashley	Stoke Golging	Team Sabre Airways Racing	Honda CBR		
21	Phil Giles	Beeston	Granby Motors	Honda		
22	Howard Whitby	Wakefield	AMOT Team Racing	Yamaha		
23	Colin Gable	Ravenstone	Team Total Belstaff McCready Racing	Honda		
24	Mark Ditchfield	Chester	Team Total Belstaff/McCready Racing	Honda		
25	Phil Borley	Southend	Meakin Racing/J. Soper M/cycles	Kawasaki		
27	Stuart Wickens	Woodbridge	RS Racing	Honda		
28	Bill Boldman	Whitchurch		Honda		
29	Dave Redgate	Orpington	Team Moto Solo (Martin Simmons)	Kawasaki ZX6R		
33	Eddie Hamilton	Morden		Honda CBR		
37	Dan Harris	London		YamahaYZF600R		
38	Simon Smith	Harrogate	Harrogate Timber Company	KawasakiZX6		
39	Chris Bishop	Gillingham	Inta Motorcycles	Kawasaki ZX6R		
40	Anita Buxton	Ware		Yamaha		
47	Andrew Kirkwood	Haynes		Honda CBR		
48	Simon Howton	Dartford		Yamaha FZR		
49	Ian Knights	Barnard Castle	Tilston Motorcycles	Honda		
52	Joao Saavedra	Portugal	Renegade Products	Honda CBR		
53	Ian Bennett	Gt. Missenden		Yamaha		
56	Jago Chapman	Barton on Humber	Cabb Racing Ltd	Honda 600		

factfile

specification: Machines must be production machines homologated by the FIM for Supersport. The engine type is restricted to: 501-600cc, 4-stroke, 4 cylinders maximum. The appearance from both front and rear and the profile of Thunderbike motorcycles must conform to the homologated shape.

points system: *Riders Championship:* Points will be awarded to the first 15 finishers as follows: 25-20-16-13-11-10-9-8-7-6-5-4-3-2-1.

awards: Prize money will be awarded to the first 15 finishers as follows: £900, £650, £450, £300, £260, £210, £180, £160, £130, £110, £80, £80, £80, £80, £80.

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superbikes

1. James Whitham	0/0	20/20	25/20	25/25	25/25	20/20	25/25	25/25	-	-	325
2. Niall MacKenzie	25/20	16/25	20/16	16/20	16/16	25/25	20/20	16/20	-	-	316
3. Michael Rutter	7/10	8/13	16/13	11/16	13/13	13/0	7/16	11/10	-	-	177
4. Terry Rymer	0/25	25/0	0/25	13/13	20/20	0	0/13	0/13	-	-	167
5. Steve Hislop	20/0	10/10	0/11	6/7	0	16/16	16/11	20/16	-	-	159
6. Jim Moodie	10/13	13/11	0/7	10/10	9/8	10/13	10/6	10/11	-	-	151
7. Ray Stringer	8/9	0/16	8/8	8/8	10/11	7/10	9/7	8	-	-	127
8. Ian Simpson	16/16	11/9	0	0/11	0/9	11/0	4/10	9	-	-	106
9. David Jefferies	0/8	6/7	11/10	0	7/0	8/9	13	13/9	-	-	101
10. Matt Llewellyn	9/0	7/3	0/9	9/9	11/0	0	11/8	0	-	-	76
11. Chris Walker	13/0	0/8	13/0	20/0	8/10	-	-	-	-	-	72
12. Graham Ward	5/11	9/6	10/7	0	0	0/8	-	-	-	-	56
13. Peter Graves	0	0	6/6	5/0	6/4	5/7	0	7/8	-	-	54
14. Brett Sampson	0/7	5/0	1/5	0/6	0/5	-	0	6/7	-	-	42
15. Dean Ashton	11/0	0	0	0	4/0	0	8/9	0/6	-	-	38

sponsors

1. Cadbury's Boost Yamaha	25/20	36/45	45/36	41/45	41/41	45/45	45/45	45/45	-	-	641
2. Old Spice Ducati Racing	13/15	25/8	13/25	33/13	28/30	9/11	11/21	0/13	-	-	268
3. Team Duckhams Ducati	26/29	24/20	0/7	10/21	9/17	21/13	4/16	9/0	-	-	220
4. Reve Red Bull Kawasaki	29/0	17/13	0/20	15/16	11/0	-	16/11	20/16	-	-	216
5. Team McCulloch	7/10	8/13	16/13	11/16	13/13	13/0	7/16	11/10	-	-	177
6. Team Sabre Airways	8/9	0/16	8/8	8/8	10/11	7/10	9/7	8/0	-	-	127

manufacturer

1. Yamaha	25/20	20/25	25/20	25/25	25/25	25/25	25/25	25/25	-	-	385
2. Ducati	16/25	25/16	16/25	20/16	20/20	13/13	11/16	0/13	-	-	262
3. Kawasaki	20/16	16/20	9/11	9/9	10/11	16/16	16/11	20/16	-	-	210
4. Honda	13/13	13/13	11/10	0/0	7/0	8/9	13/0	13/9	-	-	105

250cc

1. Steve Sawford	20/25	25/25	13/13	20/11	16/25	16/20	13/16	20/13	-	-	291
2. Scott Smart	16/13	7/4	16/11	10/16	13/16	25/25	20/25	25/25	-	-	267
3. Woolsey Coulter	0	0/7	11/9	13/20	20/25	13/16	25/20	16/16	-	-	211
4. Jason Vincent	25/0	20/20	25/25	25/25	20/0	-	-	-	-	-	185
5. Callum Ramsey	13/16	11/6	20/20	11/10	9/9	20/13	0	8/7	-	-	173
6. Robin Milton	9/8	0/16	9/8	7/9	11/8	9/7	2/10	10/10	-	-	133
7. Lee Dickinson	16/13	7/4	10/16	16/13	11/10	4/0	0	5/4	-	-	130
8. Gary May	10/10	13/10	6/10	8/8	3/5	6/10	0/8	0	-	-	107

125cc

1. Phelim Owens	8/10	20/13	20/25	20/20	0	20/13	16/25	16/10	-	-	236
2. Robin Appleyard	20/13	25/20	13/16	0	25	16/16	9/10	25/25	-	-	233
3. Fernando Mendes	11/11	16/8	9/9	16/16	0	13/20	13/16	20/20	-	-	198
4. Pete Jennings	9/16	13/16	11/13	11/0	16	10/9	20/0	0/16	-	-	160
5. Steve Patrickson	25/25	9/0	10/10	13/0	0	0/8	8/9	13/9	-	-	139
6. Jason Davis	5/9	11/0	16/11	0	0	11/3	25/20	0	-	-	120
7. Mick Lofthouse	7/0	0/11	25/20	25/25	-	-	-	-	-	-	113
8. Chris Palmer	16/20	8/0	8/6	0	10	9/11	10/0	11/0	-	-	109

thunderbikes

1. John Crawford	5	0	9	10	20	10	16	20	-	-	90
1. David Heal	20	9	16	6	16	13	0	10	-	-	90
3. Paul Brown	0	16	13	16	0	16	1	25	-	-	87
4. Phillip McCallen	25	7	0	25	6	11	0	0	-	-	74
5. Mick Corrigan	10	10	0	9				16	-	-	77
6. Mike Edwards	0	25	25	0	0	25	0	0	-	-	75
7. Iain Duffus	0	20	20	20	13	-	-	-	-	-	73
8. Andrew Pallot	16	11	10	11	0	8	5	11	-	-	70

superteens

1. Chris Burns	0	10	25	25	10	25	13	20	-	-	130
2. Tom Tunstall	16	25	20	8	20	20	0	11	-	-	120
3. Steve Brogan	7	7	13	11	10	16	25	16	-	-	105
4. Karl Harris	25	20	0	20	25	0	0	25	-	-	101
5. Kieran Murphy	0	16	10	16	13	13	0	8	-	-	76
6. Mark Heckles	13	11	16	0	13	0	16	5	-	-	68
6. Andi Notman	20	13	0	10	16	0	0	9	-	-	68

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flag signals

Blue: Overtaking signal. The blueflag informs the driver that he is going to be overtaken by one or more faster motorcycles. **White:** Slow moving intervention vehicle on track. The white flag informs drivers that they are about to overtake a vehicle which is travelling on the track at a much slower speed than the competing motorcycles. **Yellow/Steady:** Signal of danger. **Waved:** Slow down, driver must be prepared to stop. **OVERTAKING STRICTLY FORBIDDEN.** **Yellow with red stripes:** Deterioration of adhesion of the track surface. **National Flag or Green:** Start. **Green:** Course clear. **Red:** Immediately stop racing. **Black displayed with white number:** Informs the driver of the motorcycle the number of which shown that he must stop at his pit on the next lap. **Yellow flag with black diagonal cross:** Start of the last lap. **Black/white chequered:** End of race.

police enquiry office

The Police Enquiry Office is situated at the Circuit Office. All enquires, whether about lost or found property, children lost or found wandering, theft from cars or other signs of tampering, emergency messages for visitors and any other serious problems relating to persons or property, should be directed to this office. Public 'phones are situated in the office and in the paddock.

spectator notices

Please enjoy and respect the venue : don't damage trees, facilities : please use the litter bins provided : don't leave it lying around : please don't bring any animals with you : don't go into the prohibited areas (notices are displayed) : stay behind the fences (they're there for your protection) : don't play any ball sports anywhere around the venue : do enjoy your day!

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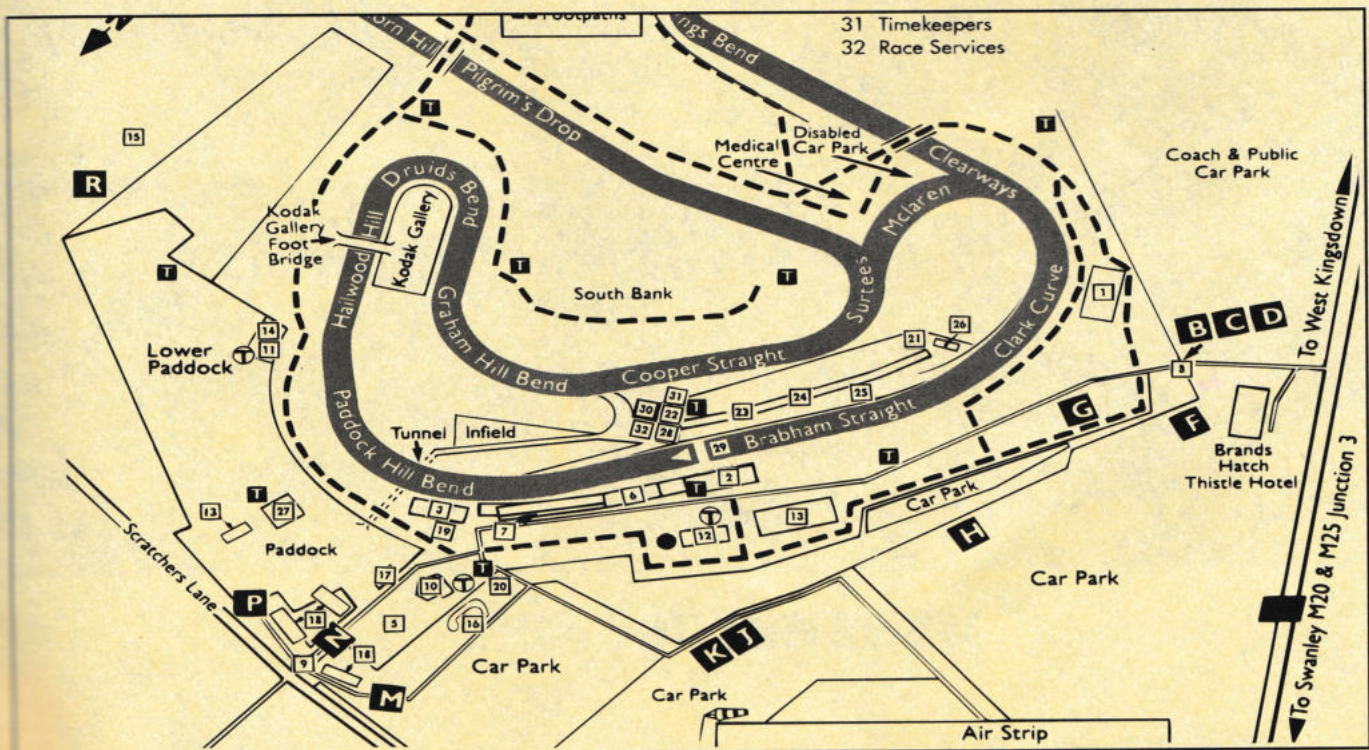
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Appleyard's opinions



It's been a frantic year of 125 racing - as usual. And - as usual - one of the key figures has been Robin Appleyard. The Yorkshire flyer might have been around a few years, but he's as competitive as ever.

Robin Appleyard could have been a top class rugby union player or even made it as a footballer, but instead chose to make motorcycle racing his career. The 32-year-old from Keighley has been a full-time GP rider, enjoying his best years in 1989 and 1990, finishing 21st and 17th, but is now a regular on the British scene and continues to be one of the stars in the closely-fought series.

Photo by: Barrie Lynn

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After a barren year in '92, it was time to come home, and Appleyard won the HEAT Supercup crown in 1993 and was runner-up to the late Mick Lofthouse in the ACU British Championship. The pair finished equal on points, 'Mint' Lofthouse took the title on most wins.

The following year was a three-way scrap with Steve Patrickson and Kev Mawdsley, Appleyard finishing third, just two points behind Mawdsley and 11 behind champion Patrickson. A young whipper snapper called Darren Barton was fourth.

Last year was Barton's Supercup with Appleyard fourth thanks to an appalling start to the series with no score from the first four races. In the National Cup, however, Appleyard was champion.

With so much experience, and success, it's no surprise the Robin Appleyard has an opinion on virtually any aspect to do with racing - and why shouldn't he? Here's just a few of them for the record!

On 125 racing in general: "Since I came back from GP racing I have probably upset a few people because I've pushed hard for more attention to be paid to the 125 class here. The 125s don't get proper recognition. Maybe it's not true, maybe I've got a chip on my shoulder, but I really don't feel enough attention is focused on our class or the 250s. It's these two classes where our young riders are going to come from. And to do that we need more recognition in the media."

On the new-look British Championship format: "I think the new format championship is great. Robert Fearnall needs congratulating on what he's done this year. He'll talk to us riders, listen to what we have to say, let us police his format. What a lot of people don't understand is that major changes don't happen overnight."

On the way the 'support' classes to the British Superbike Championship have been treated this year: "Robert Fearnall also understands that not all the top teams are Superbike teams. Early this year it was only Superbike teams allocated garages but the MCRCB stepped back and accepted that the top 125 and 250 teams are also highly professional and deserve to be treated equally. Things were changed and now the top 125 and 250 teams get treated much better now. I wish the classes got the same treatment by the media. It's all been a bit biased towards the Superbikes this year."

On the competitive nature of the 125 class: "It's incredible racing - here and in the grands prix. All year the 125s have provided some of the best racing in the Supercup. Take Knockhill - there were four of us going for it up front. I went from first to third and back within a lap! Right now I need to gain points on Phelim Owens and it's possible to do that in the 125 class with five or six of us going for it. Really, anything can happen. It's not like that in certain other classes where there are only one or two riders capable of running up front, which by their own admission is bad for the sport."

On why racing a 125 (or 250) can be so important in developing young talent: "Racing bikes handle. I think young riders need to be able to learn to be very precise in both their riding and machine set-up. If you want to go to GP racing you ride a two-stroke and learn all about them: how to ride, to make them handle and how to make them go fast. I think Scott Smart should keep well clear of a four-stroke for the time being if he wants to go GP racing. He's young, talented and is looking good."

On the Superteens as an introduction to national racing: "It's good but I'd like it limited to under-18s and be open to 14-year-olds. Then when they have finished in the Superteens they should have to do a full year in the 125 class. Some of these Superteens are carrying good corner speed - on far inferior machines. I'm impressed by them!"

On Darren Barton's disappointing GP year: "Darren was top man here in 1995. He was in a great team here which communicated well together. But it's been hard for him this year. No one realises how big that jump is up to the GPs. It's a huge step and he's not found it easy - probably off the track more than on it. Riding the bike is only part of the equation at that level. I hope he gets a second year."

On his Donington GP wild card this year: "I was blown away. I think my development knowledge is now quite good. We're working on the bike all year, constantly improving it, but I was amazed how good the GP bikes were. It proved to me that to give young lads the chance to compete with them we need to set the job right here. It's important because the 125 class is where the young stars of tomorrow are going to come from."

On running his own GP team in the future: "Darren's experience is exactly why I'd love to run my own GP team. I made a lot of mistakes when I went GP racing but with the knowledge I have gained over the years I think I could run a successful team and develop GP newcomers in the right way. I'd love the opportunity to run Darren (Barton). I think he's got what it takes and I'd like to try and bring the best out of him."

On other future goals: "I'm not yet finished racing myself. I still want to carry on in the 125 class - maybe for one more year if the deal is right with myself and Robin Milton in the team again, plus possibly one up and coming youngster. Then I'll consider the options - and one might be to run my own team to help put something back into the sport."

Within the business. I am trying to develop the racing division. I have used RS125 and RS250 'Battleshifters' and all manner of trick parts from Japan. I'd like to make other riders more aware of this equipment so I'm setting up a 'Riders' Club' which, among other things, will include customer information hotline to help young/inexperienced riders. Anybody who wants information on this can contact me on 01132 422277."

● by Gary Pinchin

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The 1996 Superbike series achieved a new profile in British sport thanks to new and much needed sponsorship from several big household names, as well as the continued support from many smaller sponsors whose logos never quite make it to the sides of racing's fastest plastic!

The fortunes of our own double World Superbike Champion, Carl Fogarty, have undoubtedly helped to create renewed interest in our own national series as this season's record breaking crowds have proved. Even if you can't make it to the wilds of the Knockhill round in Scotland, the BBC's coverage of the Superbikes keeps you up to date with the latest action.

Since Ian Simpson won the 1994 Superbike crown on the Duckhams Norton our success has been hard to equal. The 1995 season was contested by Phil Borley and Ian Simpson on conventional Honda RC45 bikes. Phil managed a fifth place in the title chase but Ian's crash at his home circuit of Knockhill and resultant broken leg finished our championship challenge.

This season we took delivery of two Ducati 955cc V-twin machines, but hoping to mirror the success of the marque in world competition has not proved easy. Although top championship placings now seem unlikely, the Duckhams team will provide you with first class racing this afternoon.

Our sincere thanks to all our sponsors and supporters for the 1996 campaign.

**Darrell Healey - Partner
Groundwork South East**




Mark Buldock, who is competing in the Motorcycle City Superteens, has a family connection with Groundwork South East, plus the help and advice from Mr. Seeley!



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If this was a Fantasy Grand Prix Squad - hand the prize over now! This season, we have signed up the best that is available on these shores for regular reports throughout the season. Continuing on from '95, we will be hearing from the 'sweet-smelling' Neil Hodgson (all that Old Spice you see!) about life as a rookie in World Superbike. Joining him this year will be the crew from Castrol Honda, a certain Messrs. Fogarty and Slight! Back at home, we'll see what Mr. Seeley and the Duckhams Ducati duo of Ian Simpson and Jim Moodie have been up to. And returning to the line-up after a year's absence are Rob McElnea and the Cadbury's Boost Yamaha line-up of Jamie Whitham and Niall MacKenzie. So, to find out the background to our top two-wheelers, then keep coming to Brands Hatch, Cadwell Park, Oulton Park and Snetterton and pick up a programme.



5 Phil Borley
22 Ian Simpson
Team Manager
Colin Seeley
Ducati 955

Once more back to Brands for the penultimate round of the series, a circuit favoured by our riders - Scotland's Ian 'Simmo' Simpson and the return of 'The Librarian' - Phil Borley. Hopefully our luck will have changed from the last three meetings.

The pace in Superbike is hot - round eight at Mallory, four riders qualified under the lap record, the first six within half a second of each other.

Our Duckhams-Ducati Team has not given up the chase and are certainly hopeful of some good results in front of guests and sponsors being entertained by Groundwork South East.

Congratulations to my old adversary Rob Mac and his Boost Team - their championship challenge has not melted as we had hoped! First and second in the series looks certain to better our first and third places in '94 with the Duckhams Norton. Hopefully, Michael Rutter riding the Team McCulloch Ducati will be finishing third. This would be a well deserved result for this highly professional, but low budget team managed by Barrie Reekie and



TEAM YAMAHA
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The Mac Report

3 James Whitham
33 Niall MacKenzie
Team Manager
Rob McElnea
Yamaha YZF750SP

Brace yourselves, this battle is going all the way to the wire! I think I will come over to your side of the fence and watch this weekend, these two are turning me grey!

On paper Cadwell and Mallory favoured James and the statistics proved with 4 wins out of 4 starts giving him the lead in the championship for the first time in the year, but no-one told Niall the statistics and I don't think he cared for them anyway. We suffered a few suspension problems with Niall in the first race at Mallory which caused him some problems and a steady finish was called for (it's nice when your chaps are good enough to go for a steady finish and still climb the podium!) but the second race was a different story; we sorted the bike and Niall set off after James who had made his normal fearless blistering early pace. By the time Niall had got past the rejuvenated Steve Hislop, James had a three second lead, Mackenzie the clinical assassin was called for and he did not disappoint anyone.

For 10 laps he chased James, breaking the lap record with every circuit. James, who himself was riding with an abundance of confidence and pinpoint accuracy, was slowly getting dragged back into Mackenzie's clutches, catching him is one

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engineered by John Hackett.

Today's BBC action will mainly feature the battle between Whitham, Mackenzie, Rutter, Rymer, Hislop, not forgetting 'Simmo' who led the race here in June before losing the front end at Clearways. Should be exciting racing!

As this will be the last Colin Seeley column of 1996, may I take this opportunity to thank our many team sponsors - thirty in all - for all their support. In particular Duckhams Oils, Michelin tyres, Groundwork South East, Lymburn Civil Engineers, T. French & Son - Haulage, J. Meakin Building Supplies and of course Brands Hatch Leisure Group.

Results have not been as good as one would have wished - but to date 50 races have been started with 33 races finished, 24 of which have been in the first six. It has

not been the year for Ducati and the champagne bottles have been in short supply this season, which is a real disappointment as I love the stuff!

Finally, welcome to our many guests. I am sure we will have a great day whatever our race results!

Colin 'Mr. Main'ring' Seeley
Team Manager - Duckhams Ducati



Photo by: Bryan Turner, Clive Challinor

thing, passing is another! James has the widest bike on the track - mainly because it spends most of the race sideways!

It was going to end with a last lap sort out at the infamous hairpin, as they both disappeared side-by-side all I could do was listen to Fred Clarke who was hitting his rev limiter and I couldn't understand a word he said, our Autocom intercoms kept me in touch with my team and James just held off an elbow flying, shoulder barging haggis to the line.

If anyone needs reminding there are no teams orders, that race proved it. I am typing this with my fingers crossed, James will have competed in the Bol D'or and Niall at Silverstone, so hopefully they have kept their luck with them and can continue their intriguing battle.

Give the lads a cheer they are having an awesome season! I've some Boost Yamaha goodies for the noisiest supporter!

Rob Mac



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Carl Fogarty Aaron Slight

World Superbike Championship action returns next Sunday after a four-week break with round 11 and 12 at the Albacete circuit in Spain.

Castrol Honda's Aaron Slight leads the closely fought series with defending World Champion Carl Fogarty third and closer to the series lead than he has been all year.

The leading World Superbike teams are all in action this weekend at Albacete in a two-day test to prepare for what is now a crucial round in the spectacular series.

New Zealander Slight holds a seven-point advantage over Promotor Ducati's Troy Corser with Fogarty 15 points behind Corser and seven ahead of colourful American John Kocinski.

The competitiveness of the championship is such that even fifth-placed Pier-Francesco Chili has a mathematical chance of finishing second in the championship with four races remaining and 100 points up for grabs. Slight goes into Albacete knowing he is the only rider to finish all 20 races so far this year and never outside the top six. Most importantly he is returning to the circuit that gave the Castrol RC45 its first World Superbike win, in June last year.

"Although I'm convinced the championship will not be decided until the final race of the final round at Phillip Island I need to go to Australia with a bigger points lead than I have now. Albacete is my chance to earn that," says Slight. He adds: "I may have won at Albacete last year but the day after last year's win I stayed on for a Michelin test and went half a second faster than I had done all weekend so I'm confident there's more to come from the bike at Albacete this year."

Fogarty launched himself back into title contention with a fantastic double at Assen earlier this month. The determined Blackburn rider went to Assen 45 points behind Slight but came away with just a 22-point deficit - the

The Bologna Bulletin

Neil Hodgson
Ducati Corse

Old Spice
DUCATI
RACING

A Kick Up The Assen

Following a disappointing trip to the Far East for the Indonesian and Japanese rounds of the World Superbike Championship, I was pleased to get back home and enjoy the company of my friends and family. After I had got over the jet lag and became accustomed with western civilisation again, I was able to make a full recovery from the injuries I picked up at Sentul and resume the all-important task of resuming my intensive training schedule.

It wasn't long though before I was off to Assen for the next round of the championship. I was particularly keen to do well as it is one of my favourite circuits (I have done three Grands Prix there) and it is becoming so popular with British fans that it is almost like racing at home. If you were at the event, then pat yourself on the back for the excellent support that Carl, John, Sean and I received during the course of the weekend.

Among the thousands who made their way across the Channel and North Sea to Holland were my parents, Roger Burnett (my manager) and some guests from Old Spice (Ducati Racing) who have supported me so well throughout the year. Their moral support helped me to relax and provided me with a much needed boost, so much so that I went into the event feeling as confident

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closest Fogarty has been all year. Before the Assen round Fogarty had won six out of six races at the Dutch track in the last three years and he takes a similar record to Albacete. From the last six race at the Spanish venue he has five wins and a second place. The second place came last year when he finished behind Slight.

"It's not just about skill now," explains Fogarty. "The pressure will creep in at Albacete. It will be worse for Slight and Corser at the head of the championship, all I can do now is win races and see what happens. It's exactly the same situation I was in in 1994 when I won the title in the last race of the year at Phillip Island."

However exciting the Albacete round may be it can still be the equivalent of a semi-final as the motorcycle world awaits what has fast become the inevitable final round showdown and - as Sky Sports billed it in 1994 - 'The Battle of Phillip Island.'

● by Chris Herring - Castrol Honda

Photo by: Mick Walker

as I had at any time this year.

Further evidence of this came from my performance on the track during qualifying. I was second on the provisional grid behind James Whitham, but we slipped to seventh and eighth respectively in final practice despite improving our times. That was slightly disappointing but it just goes to show how competitive the class and more specifically the race for the championship have become.

Unfortunately, I was unable to get off the line as quickly as I would have liked in the first race but I soon got my head down and caught up with Whitham, who was riding the works Yamaha vacated by the injured Colin Edwards. I got by James initially, but rather than pulling away as I expected, he stuck with me until the chequered flag and just beat me into sixth position.

I was not particularly happy with myself and was determined to make up for it in the race two. I made my best start of the year and led the world for the first time this year! The pace was hot at the front of the pack, and although I lost a few places, I was able to stick with series leader Aaron Slight who just slipped me for fifth place at the end of a thrilling race.



Photo by: Steve Boniface

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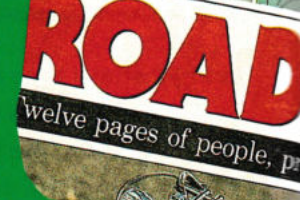
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The impact at Mallory hairpin, when Mike Edwards rushed his V&M Honda up the inside of Phillip McCallen, only to find the gap reducing as the Motorcycle City Honda peeled across on the racing line to the apex, has had a major effect on the Thunderbike championship.



The ensuing tangle saw Edwards pinned against the wall, out of the race. Moments later, McCallen himself crashed out at Gerrards, sustaining a suspected broken collarbone.

McCallen had a five-point lead over V&M's Dave Heal going into the Mallory round, and ten over Edwards. After Paul Brown registered Yamaha's second successive win in the series and John Crawford came home second, the series lead is transferred to Crawford and Heal (both on 90 points). Brown is third on 87, McCallen has 85 and Edwards has dipped into sixth place still on 75, two behind Micky Corrigan.

All to play for. Scores to settle, the Thunderbike wars intensify this weekend at Brands ready for the final push on to Donington. Can Phillip McCallen bounce back from injury to take on the V&M Honda army single-handed with his Tony Scott-tuned Motorcycle City Honda? Or will the V&M might of Mike Edwards and Dave Heal triumph?

McCallen posted two wins early season but has since had mixed fortunes. Heal scored in every round until tyre problems forced him out at Cadwell while Edwards has won races when he's finished - only three times.

These had been the main players in the championship but coming in with a late challenge has been yet another Scot, John Crawford, on the T. French and Son Kawasaki ZX-6. He also finished second here in June to another Kawasaki man, Phil Borley.

Paul 'Marra' Brown has had some great rides on the Semicom/Sanyo Yamaha - including his first win of the year, an emphatic one at that, at Mallory - but it was Micky Corrigan who scored the first Thunderbike win with his Nicmonira Racing Thundercat when he took the recent Cadwell round where tyre choice became vital. His Dunlop's worked to perfection in the wet - and Mark Wainwright, also on Dunlops, came in second for his best result of the year.

Crawford and McCallen, on Avons, finished third and fifth respectively while those on Pirellis (V&M duo Heal and Edwards) struggled. If the conditions are inclement this weekend - stand by for more shocks!

when world's collide



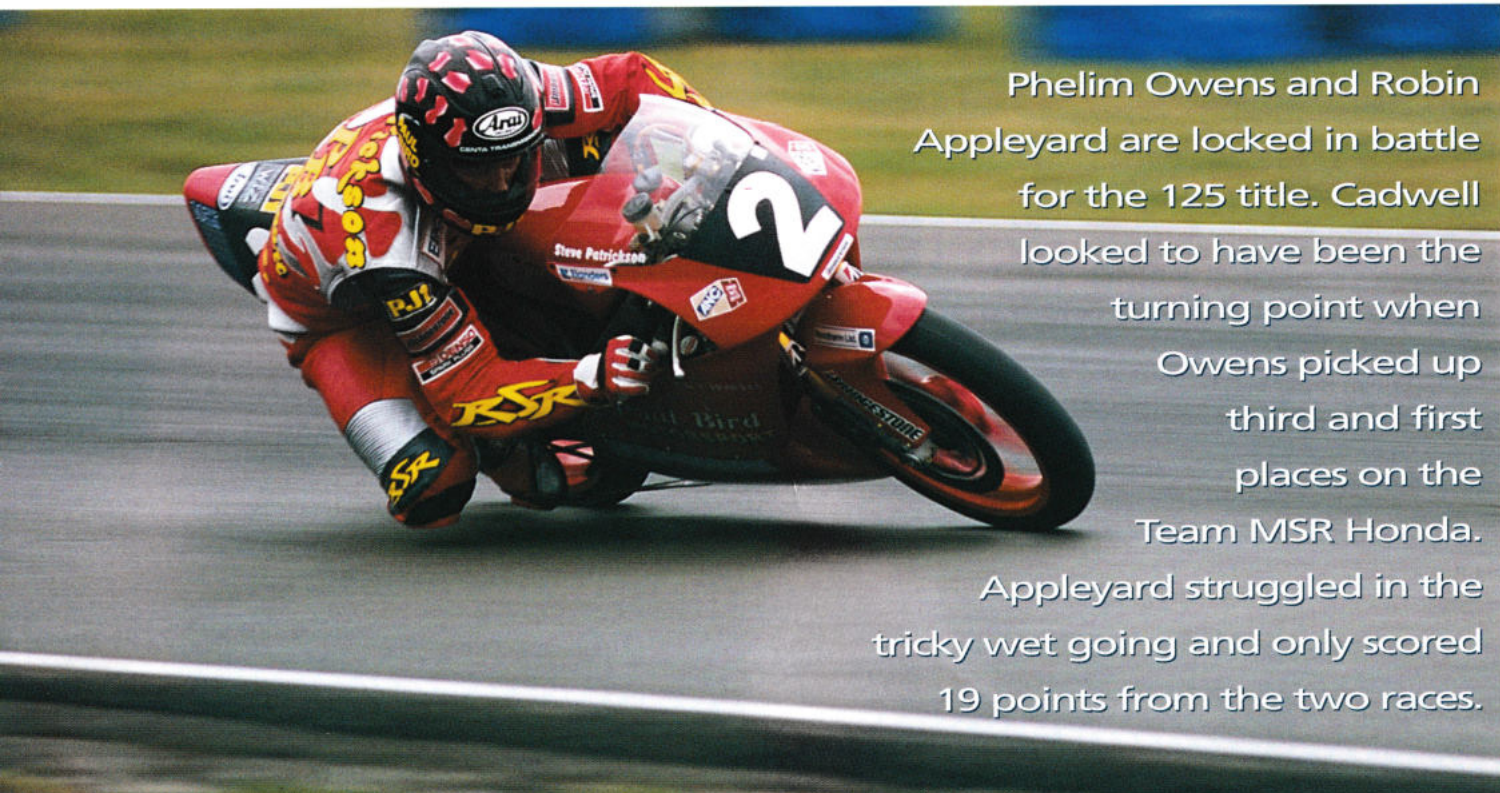
Don't discount Borley coming up with the goods again on the Meakin Racing/Julian Soper Motorcycles ZX-6R. He suffered early season with handling problems but he showed here last time that those have been sorted and he hasn't lost any of the skill that made him one of the top 600 riders in the country only a couple of years back.

John Crawford.
Photo by:
Barrie Lynn

Others to watch are; local star Gary Weston on another Yamaha, Dave Martin who came from the back to finish a strong fourth at Mallory on his Ibris Racing Kawasaki, Andy Pallott on the Amot Controls 'Cat, and Tony Scott Racing Honda duo Pete Jennings and John Barton. ● by Gary Pinchin

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keeping the upper hand



Phelim Owens and Robin Appleyard are locked in battle for the 125 title. Cadwell looked to have been the turning point when Owens picked up third and first places on the Team MSR Honda. Appleyard struggled in the tricky wet going and only scored 19 points from the two races.

Steve Patrickson.
Photo by: Barrie Lynn

Appleyard went to Mallory 27 points adrift but two brilliant race wins from two thrilling bunch sprints and the Keighley flyer went home only three points adrift and all to play for!

Appleyard has the upper hand in the mind games. He won on the Colin Appleyard Motorcycles RS125 here last time in June while Owens threw away the chance of a rostrum place with a crash. Any chance of a reprieve in the second leg was ruled out when the race was canceled after oil had been laid down around the course after the 600 race.

Fernando Mendes has strung together a consistent season, only failing to score at Brands. But he has a liking for this track - he was a lap record holder here - and could be the man to watch on the Padgetts Honda.

Peter Jennings has been chasing the elusive win all year. He was second in the first Cadwell leg and will need some big scores this weekend if he intends to finish top three in the championship on the Knotts Motorcycles Honda.

The man of the moment has to be Jason Davis. He borrowed Paddy Corrigan's Cosgrove Coaches

Honda and blitzed the opposition in the first Cadwell race to record his first ever national victory - and backed that up with a second to Owens in race two.

Davis has been impressive most of the year, first showing promise with a third place at Oulton, but his machinery has never quite been up to the speed of his rivals. Stepping onto Corrigan's bike was the platform he needed to show his true potential.

After starting the season on such a high with two wins at Donington, Steve Patrickson has not since recaptured that form. But the former British Champion can never be discounted and the Paul Bird Motorsports Honda should be a contender this weekend.

Others of note? Alan Green was fourth at Cadwell, his best result of the year - and there looks like even better to come. Also on the pace at that meeting was George Bedford who has also been flying in the Shell Advance 125cc Junior Challenge but showed he's capable of running Supercup pace too. Chris Palmer is overdue some big scores - he finished second and third at Donington in the first round of the championship and will be hoping to duplicate that form today! ● by Gary Pinchin

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sawford or smart?



They are the two men left in the title race. Can Steve Sawford maintain his cool under pressure? He certainly played a canny game at Mallory - and is anything but conservative in his approach - as was otherwise suggested.



Robin Milton (11), Woolsey Coulter (17), Scott Smart (88), Jay Vincent (4) and Lee Dickinson (25) head up towards Druids and will again be Steve Sawford's main challengers. **Photo by:** Lawrence Peeney

Sawford came out all guns blazing with second and fourth places in the last round and says he now intends to go for wins all the way to the wire.

The 1992 Supercup 250 Champion has plenty of experience and everyone expects the Team Total Aprilia rider to come through, even though Scott Smart has been in superb form on his ALR Personal Computers Honda in recent races - winning five of the last six rounds!

Sawford, though, won here last time out, his fourth win of the season at that point, after starting with a blistering three wins in the first four races. Once Jason Vincent bit the Donington dust it appeared 'Sawf' hit cruise mode, but he'll have to get back into top gear with Smart coming on strong.

Smart's campaign has simply gathered momentum all year with the Bruce Maus-fettled Honda. The youngster took a psychological heavy knock at the start of the year when his promised sponsorship for the season fell through, but he's picked himself up and has scored heavily in every round since.

Smart scored fourth and fifth places last time here - his local track - and he'll be keen to improve on that with the pressure really starting to bite!

Jason Vincent is hopefully back in action after breaking his leg at the Donington GP. He tested at Mallory prior to the meeting two weeks ago but decided to give his leg a couple

more weeks to gain strength.

The 1994 Supercup 250 Champion and Sawford were locked in battle for the championship until the Padgetts rider - who had hit a purple-patch mid campaign with double wins at Oulton and Snetterton - was ruled out through injury.

Man to watch is Ulster's Woolsey Coulter. Now a 'veteran campaigner,' he's already got the George Smiley Aprilia dialed in now and is threatening to snatch third place in the table from Vincent.

It has been a fiercely competitive 250 class this year with new names emerging too. Callum Ramsey has come close to winning, having finished second twice at Oulton and once at Knockhill with his Team MSR Aprilia.

Lee Dickinson is another young prospect. He scored heavily in the first five rounds but struggled at Knockhill and Cadwell and needs to rediscover his early season speed and consistency to get back among the fast men on his Galemair Honda.

Robin Milton, Gary May and Rob Frear - the one Yamaha racer in the pack to be scoring with any regularity - have all been solid performers with the occasional top six finishes, and Max Vincent, Jason's younger brother, who posted his best results of the year with fourth and second at Mallory.

● by Gary Pinchin

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tunstall to get burned again!



Cagiva mounted James Toseland.

Photo by: Clive Challinor

It's all to play for in the Motorcycle City Superteens as far as Chris Burns and Tom Tunstall are concerned. Seventeen-year-old Burns, on the Ken Graham-backed TF Electrical Aprilia, came blazing into the series lead with an incredible four consecutive wins to snatch the initiative from Tunstall (18-years-old) who won at Thruxton, round two.

The Earnshaw Aprilia rider, from Huddersfield, maintained consistent form until Cadwell where both he, Burns and several others crashed out in the tricky conditions. And Tunstall will be kicking himself after tumbling at Mallory with three laps to go while he was leading. Although he re-mounted and finished fifth, he lost valuable points and is now ten adrift of Burns, who finished second after a thrilling scrap with Karl Harris.

It's worth noting Burns won here last time and Tunstall was second, but some 16s adrift. Some scores to be settled this time perhaps - with both racing pride and the championship in mind!

One of the 15 year-olds, Team Total Aprilia's

Steve Brogan, took the honours at Cadwell - his first win in the series, which took him above Karl Harris in the points - Team Britain's Harris being another to end up on his ear after crashing his Aprilia.

Keiron Murphy has been on the podium before and will be out for a repeat this afternoon on the Colchester Motorcycles Aprilia. He finished fourth at Brands last time.

Mark Heckles is the best placed among the Cagiva runners, the rival marque having come on strong at Cadwell with Heckles, one of the Mick Walker Racing team, in third, finishing just behind Charles Freeman Motorcycles entered Jamie Toseland (15), who's second place marked his best performance in the series. Toseland, from Sheffield, is the 1995 British Junior Champion.

Andi Notman, on a Speedline Motorcycles Aprilia, and two more Cagiva riders, Chris Clark and 15 year-old Mark Burr could also be among the front runners today in what promises to be a tense battle among the youngsters.

● by Gary Pinchin

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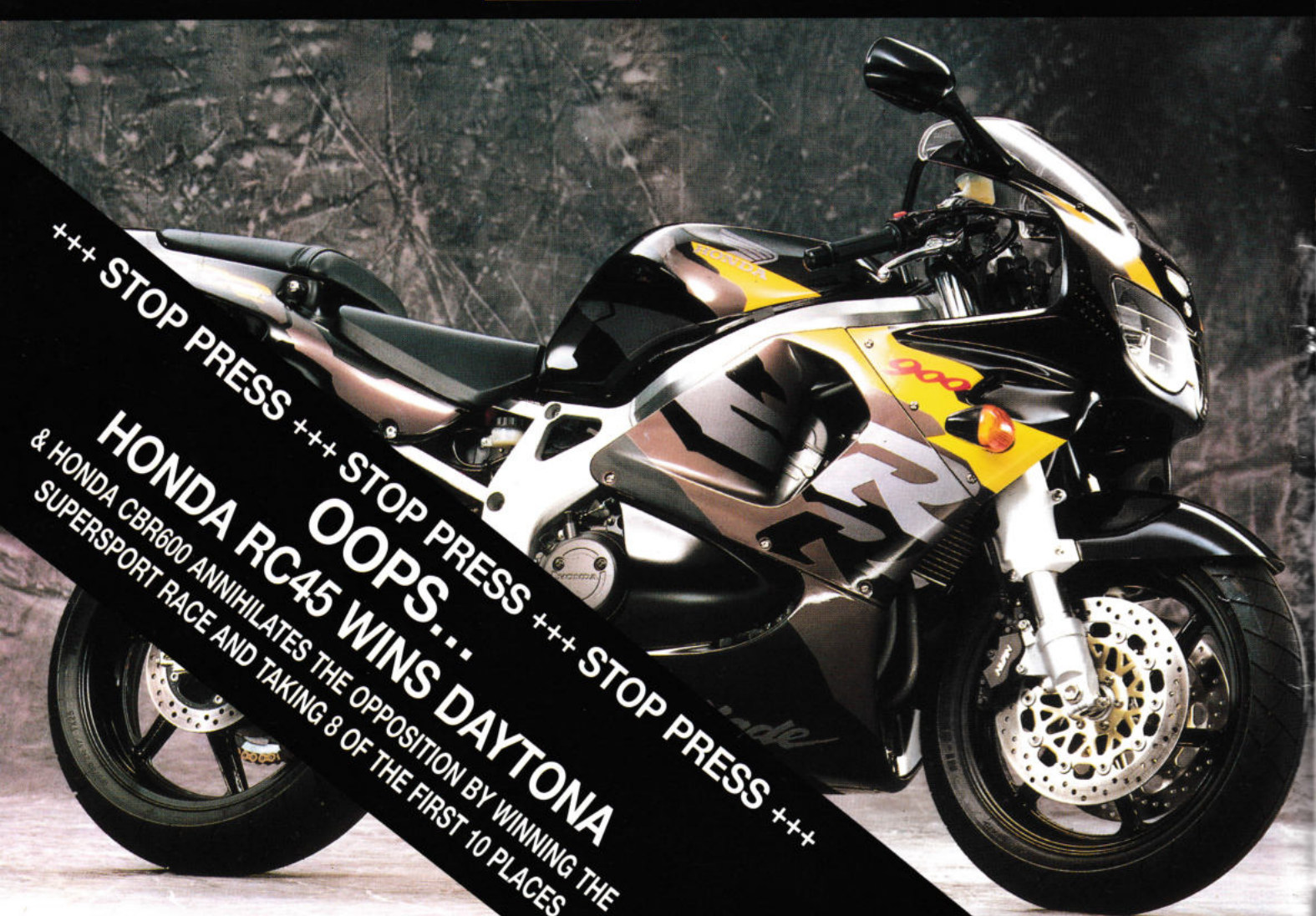
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