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TIMETABLE

Monday, 6th May, 1991

PRACTICE

09.00-09.20 Transatlantic Teams Only – Untimed
09.25-09.35 125cc – Untimed
09.40-09.50 250cc – Untimed
09.55-10.05 600 Supersport – Untimed
10.10-10.20 Battle of the Twins – Untimed
10.25-10.35 Sidecars – Untimed
10.45-11.05 Transatlantic Teams Only – Timed
11.10-11.25 125cc – Timed
11.30-11.45 250cc – Timed
11.50-12.05 600 Supersport – Timed
12.10-12.30 Transatlantic Teams Only – Timed
12.35-12.50 Battle of the Twins – Timed
12.55-13.05 Sidecars – Timed

LUNCH BREAK – 13.05-14.15

**INCLUDING PRESENTATION OF TRANSATLANTIC TEAMS
RACING STARTS AT 14.15**

Race 1 15 Laps Transatlantic Trophy – 1st Leg
Race 2 12 Laps 125cc
Race 3 12 Laps Superbike Rock Oils Battle of the Twins
Race 4 15 Laps Transatlantic Trophy – 2nd Leg
Race 5 15 Laps 250cc
Race 6 12 Laps 600 Supersport
Race 7 12 Laps Sidecars
Race 8 15 Laps Transatlantic Trophy – Final Leg
Followed by Presentation of Teams

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First reserve Linscott called up to British team

LONDONER MARK LINSCHOTT, nominated first reserve for the British team, was rushed into the squad on Monday morning after Team Green Kawasaki teamster Tim Bourne was declared unfit to race after injuring his foot at Snetterton.

Linscott, 27, from Mottingham village on the South-East corner of the capital, won last season's Formula One ACU National Championship on a 750cc Yamaha provided by Jim McNulty, boss of Lenham Builders which is based in the Kent village of the same name near Ashford.

Linscott finished eleventh in the first leg of the Shell Supercup 750cc race at Snetterton, but was sidelined in the second when a gear linkage broke just before the start. He again has Lenham support, plus the extra backing of Sevenoaks-based Pelham



Photo by: Kerry Dunlop

Homes for his latest OWO1 Yamaha.

"I can't believe I've made the team; now I am out to attract the attention of the works team bosses," declared one of the sport's most breezy characters.

Honda rider Roger Burnett is the next reserve in line.

Accident ends Bourne's challenge

TIM BOURNE, a former Champion of Brands, has been forced to withdraw from the British team after an accident at Snetterton last Sunday.

Tim made seventh place in the first 750cc race despite riding with the middle fingers of his left hand heavily bandaged following a tumble at Thruxton a week before, but then crashed at the

bombhole in the second.

He ground away part of a toe and looked a little second hand as he limped around the paddock. "There are no broken bones, but the wounds on my hand are pretty deep," he said.

His Team Green Kawasaki was badly damaged in the incident, one of 90 machines crashed during the Snetterton event.

Long joins United States team

VETERAN JOHN LONG is a late replacement for guesting Australian Paul Lewis in the United States team. The 39-year-old from Miami, Florida, will ride a Suzuki GSXR 750R. The most experience match racer, he first rode in the

TransAtlantic in 1974, then again in 1979 and 1981. This year he was eighth in both the Pro-Twins and Twin Sports at Daytona. He was third in the Twin Sports Championship last season.

Spray to ride works Kawasaki

FORMER DOUBLE BRITISH Champion Steve Spray, dropped by JPS Norton just before the start of the season and left bikeless again just three months later when the British Roton team effort came to an abrupt end, was trying to finalise a match race mount right up until the start of practice at Brands Hatch on Thursday.

last weekend at Snetterton he raced a Team Green Kawasaki ZXR750 in the Shell Supercup first rounds. "Everything is in a bit of a turmoil, I have never experienced anything like what has happened over the last few months," said the Nottingham rider.

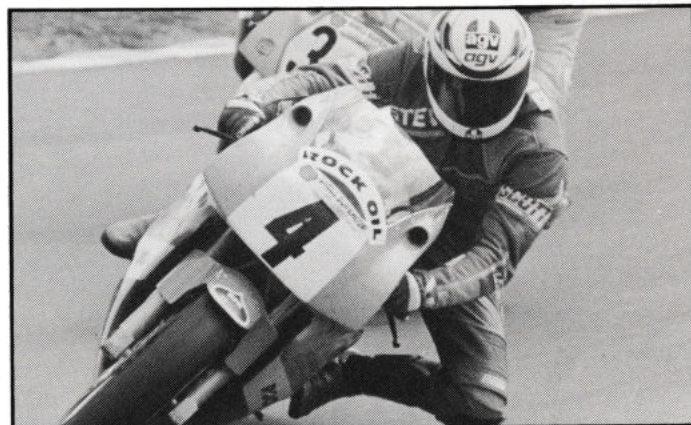
"I have had lots of offers of machines for which I am most grateful, but for an International event like the TransAtlantic I must have

something competitive. There has been no time to race kit a production bike and whatever I am out on this weekend will have been a last minute decision."

Although the Kawasaki he raced at Snetterton had some modifications, including different brakes, exhausts and ignition system, it retained standard suspension and carburation and was virtually in production race trim.

Spray's unexpected parting of the ways with Roton came after he had taken the rotary-engined machine to 15th place and one history-making title point in the Australian Grand Prix last month.

"Brian Crighton, who designed and built the Roton, decided to stay in Australia and develop the bike," said Spray. "I had no idea about his plans."



Steve Spray in action on the ZXR 750 Kawasaki at Snetterton, where fifteenth was his best result. Photo by: Phil Masters

Daytona winner Duhamel comes to UK for challenge

FRENCH CANADIAN Miguel Duhamel, son of former Kawasaki works rider Yvon Duhamel - who was a close friend of Barry Sheene, has set his sights on going into Grand Prix racing.

"I know I am an American, but Barry was my hero when I first got interested in racing," said Miguel. "My dad always had great respect for him on the track."

Duhamel is already taking

in a variety of events, and after his impressive win at Daytona in March, was in the Kawasaki team at the Le Mans 24 hour race.

"We were leading until another rider in the team fell off and ended our hopes of victory," he said.

"My aim is now to certainly try and get into the world championships, hopefully in the 500cc class."

McElnea in early season form

BRITISH TEAM MEMBER Rob McElnea was in devastating form at last Sunday's Shell Supercup championship opener at Snetterton, clinching a victory double on his Loctite Yamaha.

In the first race he was just over three seconds clear of a close battle for second between three more teamsters that saw Leicestershire's under-rated Ray Stringer just getting the verdict from Nottingham's John Reynolds on a Team Green Kawasaki and captain Ron Haslam on a JPS Norton that struck plug trouble on the startline, almost keeping him out of the race.

Haslam gave McElnea a tough time second time out, but although he forced into the lead with three laps to go Humberider McElnea fought back to win by 0.22 of a second.

Stringer was third on his Mobil Yamaha, but Reynolds struck engine trouble, allowing Scot Brian Morrison into fourth on his Honda.

Trevor Nation on the second JPS Norton was fifth in the firstleg, but ignition trouble finally sidelined him in the second, while it was the other way round for Suzuki's Jim Whitham who also had a failure and a fifth.

No luck for British Superbikers in Spanish round

IT WAS NOT a happy Sunday for the three British team riders contesting the World Superbike championship second round at sunny Jerez in Spain.

Londoner Terry Rymer, who started as championship leader, crashed in practice but was seventh on his Loctite Yamaha in the first race after a high speed tangle with Italian Fabrizio Pirovano. In the second heat he was knocked

off by American Fred Merkel and after restarting ended his race in a sand trap after running off the track.

Scot Niall Mackenzie suffered concussion when he was involved in a multiple first lap, first corner pile-up, and was advised to miss the second heat.

Carl Fogarty finished both races on his Honda, but only in ninth and eighth places.

Champion Arnaiz returns to Europe

FORMER DIRT-TRACKER Richard Arnaiz started his season with fourth place in the Daytona 200, despite having a skin graft to his hand that he injured in a practice crash.

Arnaiz, who never won the national title but was rated in the top three, started his career on the road with victory first time out on a Bud Askland 250cc Yamaha at Sears Point in the mid eighties.

Last year, riding under an Italian licence, he won the European Superbike Championship with four wins and two second places in the nine round series. His other scoring race was the final round at Donington Park where he was fourth on a Honda. This year he plans to contest the AMA Superbike Championship on a factory Honda.

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May the best team win...



The TransAtlantic is all about team work, with the results of the midfield riders just as important as those of the star names. These are the members of the 1989 British and European teams, including many of the faces who will be racing today. *Photo by: Barrie & Mary Lynn*

TEAMS FROM AMERICA AND BRITAIN, captained respectively by the legendary Freddie Spencer and Ron Haslam, will decide in a three-race showdown at Brands Hatch today who will win the 1991 TransAtlantic Superbike Challenge.

By the times the teams line up for their first race on the Indy Circuit, they will have already battled for supremacy in three gruelling races at Mallory Park, Leicestershire. But it is most unlikely that either team will have gained a big enough edge to be able to ride here with anything approaching complacency.

In any event, that is not the way the Americans, in particular, do things. They are acutely aware that they are riding for their country and nothing but 100 per cent effort will suffice. That is not to say the Great Britain team is not equally patriotic, they just don't flaunt it quite so much.

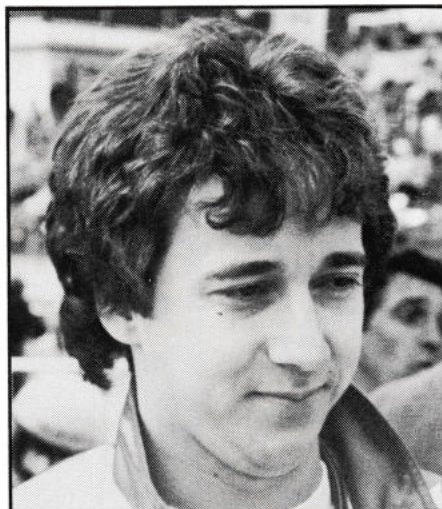
Visitors

So whatever the points standing may be at the start of racing today, high speed action will be guaranteed from some of the best riders in the world. Also forget any pre-conceived ideas you may have about the visitors.

The TransAtlantic Trophy has now been running for 20 years; year after year new arrivals in the US team continue to confound the experts with their sheer brilliance and ability to learn strange circuits with breathtaking speed. Not a few of them have gone on to be world champions.

There was an 18-year-old who arrived at Brands 11 years ago. He was making

his first trip outside the United States and was virtually unknown over here. He won his two races, shattering laprecords on the way - his name was Spencer. He went on to win the 500cc



A youthful looking Freddie Spencer.

Photo by: Kel Edge

world title and later became the only rider to win both the 500 and 250cc titles in one season.

"Fast Freddie" became a legend and, although his career went into a decline over subsequent seasons for a variety of reasons, his is now rebuilding his career

and at 29 still has a lot of racing in him.

Spencer, whose team includes two guest riders said: "Being part of the American team and racing before the great British crowds is something I have looked forward to. Match races have always been important to me because they gave me the first opportunity to race outside the US back in 1980.

"It gave me the taste of what European racing was like and the professionalism of the races, and the enthusiasm of the crowds is something I have never forgotten."

Chances

Of his team's chances he said: "We have a strong team, well suited to the two circuits and I see it as a team effort, not an individual one. It is important that we compete well as a team and while it is going to be very tough I think our team has a very good chance of winning.....we will give it our best shot."

Until yesterday most of his team were an unknown quantity except that five of them, led by Miguel Duhamel, were the first five home in the Daytona 200 mile Superbike classic race in Florida, earlier this year. Most of them have never raced in England, but don't be misled by that. We have underestimated their abilities far too often in the past.

Duhamel is following in his father's footsteps. Yvon Duhamel was one of the first North Americans to ride in Britain and to become a match race team member. He also had a successful Grand

Prix career. Miguel is more than matching his father on the track and making rapid progress in his career.

Those who have raced in Europe include Richard Arnaiz who, from a base in Italy, won the European Superbike championship; British born Robert Holden; the second guest rider Luis Carlos Maurel and late entry to the American team veteran John Long. He replaced Paul Lewis in the visitors team when the Australian was unable to find a suitable machine. Long first rode in Britain as a member of the 1974 match race team! Marcello Del Giudice, of course, is familiar with British racing and circuits having campaigned a 125 Honda in the UK last year.

Knowledge

It is difficult to assess the strength of the American team as a whole. In the past many have shone as race-winning individuals while the British have won overall through their trackknowledge and solid mid-field placings.

Sources from across the Atlantic say that Michael Barnes is the man who is going places so it will be interesting to see if we have another budding Spencer, Roberts, Lawson or Rainey on our hands. If Fast Freddie himself has recovered any of the talent that made him something special he could once again be the showstopper of old.

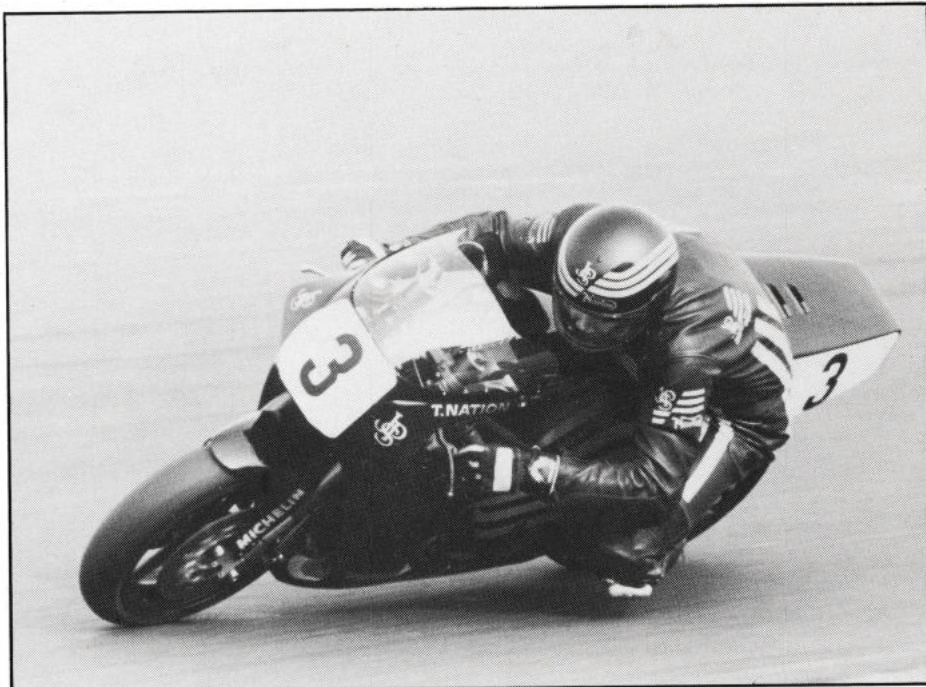
Ron Haslam has no doubts at all about his team or the men in it. "We have a really strong team, one that I am happy with and one that will win the series."

"It is a team with strength all the way through, all good riders. The Americans have a couple of fine riders but not the same depth of talent," said Haslam.

He admits that he is a bit concerned about Spencer. "He is the unknown really. It is said he has come back strong and if he is on form we will have to push hard to beat him. Then he was on top of the world and hard to match. Now I have a lot more experience and feel I can beat him now."

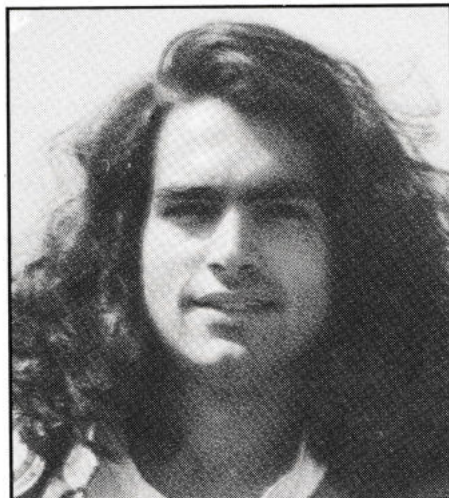
Jim Whitham returned to Suzuki for 1991, and already the results have been impressive.

Photo by: I. Harrison



Trevor Nation will join Norton team-mate Ron Haslam in the TransAtlantic squad, looking to continue the success enjoyed in Britain over the past two seasons by the rotary-engined machine.

Photo by: Perry Sports Photography



American team member Marcello Del Giudice has experience of the British tracks after racing in the UK last year.

After eight years riding in the world championship Grand Prix, Haslam has joined the JPS Norton team. "Now that I am racing in British competitions only it means a lot to me to be up against the Americans and as Captain of the Great Britain team I am looking forward to the challenge."

If Haslam sounds confident he has good cause. Many of his team either have Grand Prix or world superbike championship experience. Those who have neither would certainly acquit themselves well at the highest level given the right machinery.

Terry Rymer and his Loctite Yamaha led the world Superbike series after the opening two rounds at Donington Park. His team-mate Rob McElnea, who has a wealth of GP experience, was also amongst the Superbike front runners. He also scooped up the entire Diamond Jubilee race prize fund of £6,500 at the same meeting.

Even more recently Trevor Nation, on the other JPS Norton, won two Superbike races in the Spring Cup while Kawasaki's John Reynolds actually won the series.

Need one say anything about Niall Mackenzie, who unluckily lost his Grand Prix ride with Suzuki at the end of last season. He and Carl Fogarty are the formidable Silkolene Honda British duo who could dominate the British team performance.

Ray Stringer, a rejuvenated Jim Whitham, Steve Spray and Tim Bourne all have special qualities that will provide the strength in depth so vital in team races.

Which way the balance of powers will fall will ultimately depend on a large number of factors but on paper, and what little is known of the Americans, the outcome should be in Britain's favour. ●

First-class supports



Steve Hislop will be one of the leading contenders for victory in the 250cc race supporting today's final three legs of the TransAtlantic Superbike Challenge. Photo by: Perry Sports Photography

THE HIGH SPEED action will be maintained today at Brands Hatch while the Trans-Atlantic teams are preparing for battle, or taking a breather between jousts, with five first-class support races which include most of the country's top riders outside of the match race squad.

With races for 125, 250, 600 Supersport solos, an open sidecar event plus a "Battle of the Twins", no-one should lack excitement while waiting for the major protagonists.

The 250 event, invariably the most fiercely contested of all the classes, should provide some sparkling performances from Steve Hislop and Alan Carter. Hislop, if you remember, is the 'Flying Scot' who was the first rider to lap the Isle of Man TT course at more than 120 mph. He pushed that record up to a mind-boggling 122mph plus last year.

But, the TT apart, Hislop is concentrating on the 250 class this year with ambitions in Europe for a repeat of his championship victory in the Shell Supercup British Championship last year. Carter, on the other hand, is equally determined to establish himself as the No 1 rider in the class.

He certainly has the talent to do it. He won the French Grand Prix as a youngster way back in 1983 and great things, perhaps too much at the time, were expected of him. His career did not prosper, but now after a spell in America, he is back on form and on his return from the States last season finished only one point behind Hislop.

The Halifax rider missed one round, in fact, but had four victories in six races, three more than his rival. But such is the pace of the 250 racing that there are several candidates for honours, including Ron Haslam's entry John Gainey, from Smalley, Stoke Golding's Nigel Bosworth, Mark Barker from Corringham, or Paul Booter from Market Harborough.

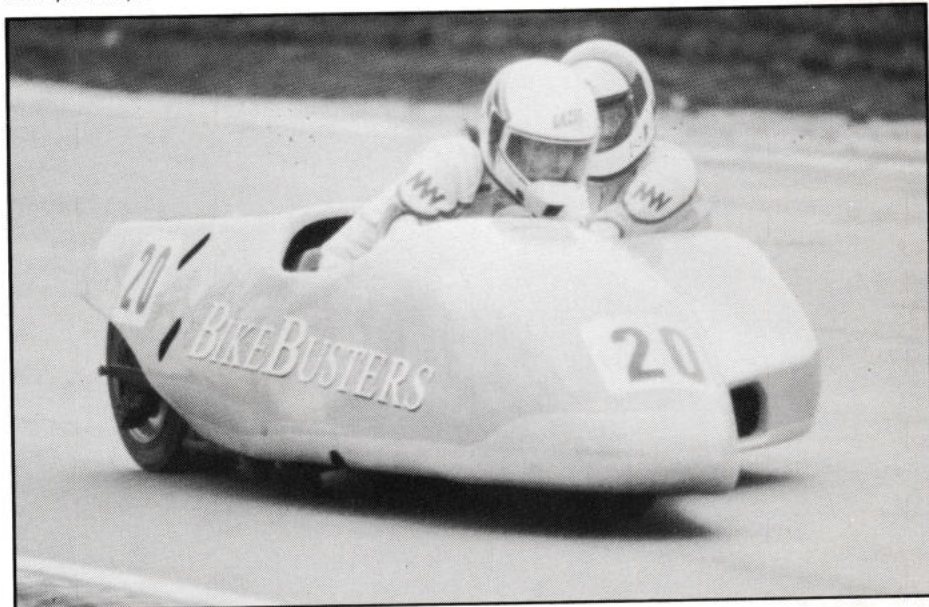
Paul Lewis was down to ride in the 250, but the little Australian has been invited to guest ride for the American team. In the absence of his great friend and rival Ian McConnachie, away on Grand

Prix duty, Rob Orme from Derby looks a firm favourite for the 125cc race. Orme was second in the British Championship last season but he could come under some pressure from Graham Harknett from Cheshunt, who came fifth in the series.

There is a bit more meat on the bone in the 600 Supersport, although champion John Reynolds and Scot Brian Morrison have been called up for the British team. This should leave the way clear for Southend's Phil Borley and Gary Weston from Ashford to battle it out. They were sixth and seventh respectively in the championship.

But one should not overlook Paul Brookes, the Sheffield rider who burst into prominence at Cadwell Park a couple of seasons ago. He had a bit of a rough

Roger Lovelock and Frazer Sutcliffe contest the second round of the new MRPC Open sidecar championship. Photo by: John Marsh



time last year, but is now feeling and looking good again. Hull's Dean Ashton is always good value, and so too is Leicester's Matt Llewellyn, who many people believe has not yet achieved his full potential.

The open sidecars are always a hairy, exciting affair, and today should be no exception. Vic Jefford and Peter Hill, from Leyburn, who were third in the British Championship, probably just top the field with their 500 Krauser.

Hot on their heels, however, come the local Meopham boys Roger Body and Andy Peach, whose outfit is powered by the Krauser engine used by Steve Webster in the world championship last season. Stuart Hall and Lee Eastell from Norwich are always ready for a good scrap on their 500LCR, and with about 25 outfits in the field it should turn out to be just that.

Lovers of the big and beautiful should be in raptures when the 'Battle of the Twins' rolls up to the start. Ducatis dominate the field, but there are some Triumphs, the odd Harley, Moto Guzzi and Bimota Tesi and an RGB Wasp rating 998cc.

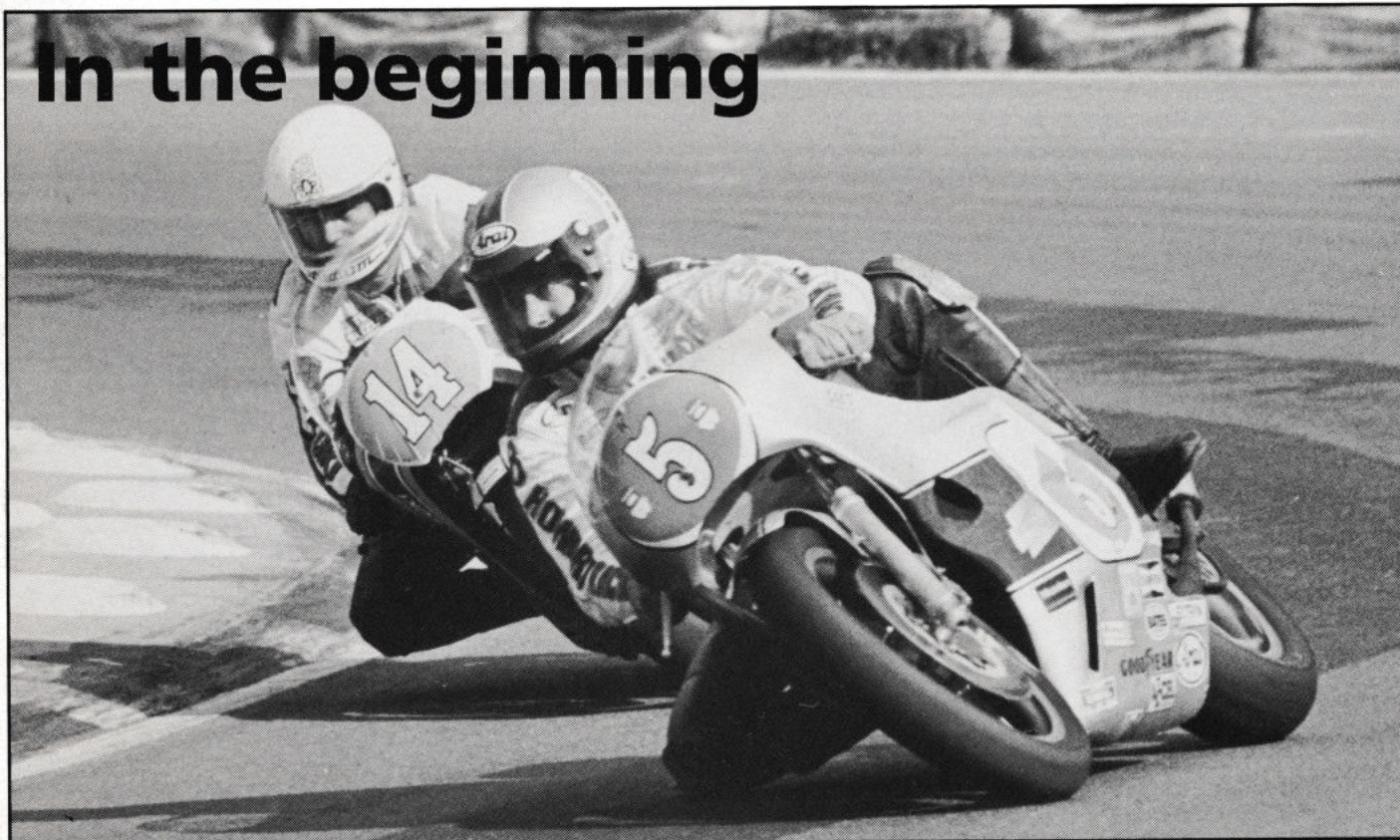
Brent Gladwin, from Nortonlees, rides an 851 Ducati entered by Ron Haslam Racing, Bury's Roy Armstrong rides an 888 Ducati, Francis Williamson gives the 998 HD an outing, while Warwick's Alan Cathcart sports the 904 Bimota Tesi.

It is marvellous to see one of the great stalwarts of British Racing, Tony Rutter, in action on a 748 Ducati alongside his son Michael on another potent Ducati.

Roger Bennett and Gladwin were second and third respectively in the recent opening round of the 'Battle' at Thruxton, while Michael Hose from Wallasey won the Classic Bike race at Castle Combe and came third the next day at Thruxton in the Spring Cup meeting on the RGB Wasp.

Who will win? Make your own choice and cheer him on, but most of all enjoy a rather special day's racing. ●

In the beginning



Freddie Spencer leads Graeme Crosby in the 1980 TranAtlantic. Over the 20 years of the Challenge most of the great names in Motorcycling have competed in the match races. **Photo by: Richard Francis**

JUST 20 YEARS ago five young Americans shivered in the cold on the start line at Brands Hatch. They were some 6000 miles from home and they must have wondered what on earth had persuaded them to leave their native, sunny California to race in England. It was a journey into the unknown for all but one of them, but little did they know that their trip across the Atlantic was to lead to a profound change in motorcycle racing. **George Turnbull** looks at the history of the Trans-Atlantic.

They were the first team from the USA selected to take on a British team for the TransAtlantic Trophy; to be run over six races...two at Brands, two at Mallory Park and the last two at Oulton Park. It was a new concept in motorcycle sport, nothing like it had ever been tried before, and it had taken months of negotiation to get the Americans on the grid.

But even when they got here the match races were still greeted with a certain amount of scepticism. Who were these guys? Everyone knew the Americans did

not do any road racing to talk of, they would not ride in the wet and had never shown any interest in our Championships.

A great deal of this was true, but those who scoffed would have done well to remember one of their own kind who, on seeing Japan's first attempt at the TT races, disparagingly remarked: "What do they think they can teach us about motorbikes?"

It was also true that America paid little or no heed to the World Championships as we knew them. Their own

42-year-old Percy Tait, pictured in 1976, was a member of the first Britishteam in 1971.

Photo by: Jim Bennett



championships were based on some road racing but mainly dirt track and motocross style. At the same time, one or two of the Americans were known in this country. Ed La Belle rode a 500 BMW and a Manx Norton in the TT and the year before the first match races Gary Nixon and Yvon Duhamel turned out at Mallory Park. Stories about a brilliant Cal Rayborn had also filtered across the big pond.

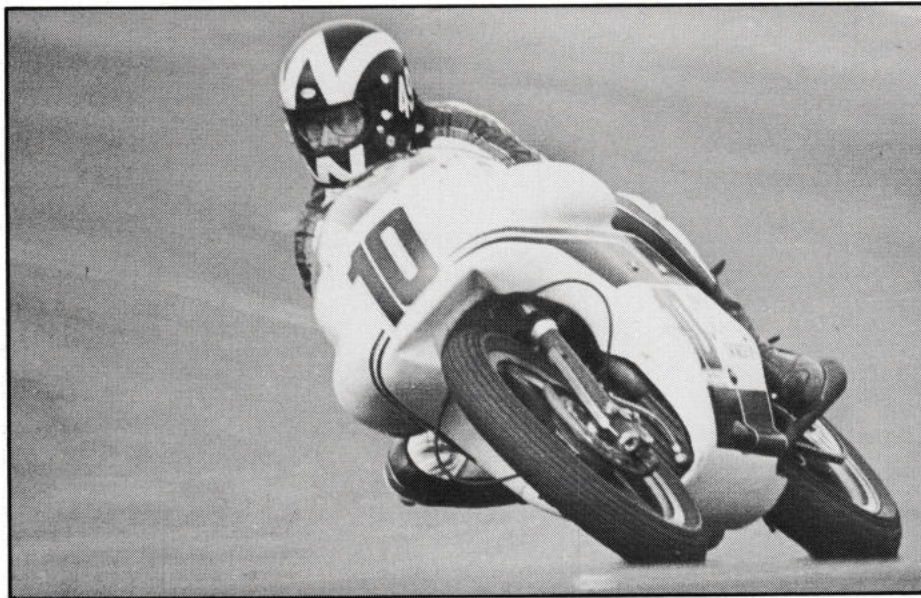
But on the whole the Americans were an unknown quantity. It might be thought that with our long and varied history in all sorts of endeavours the British would have learned never to underestimate their "enemy". We did.

It was not known at the beginning but the match races probably changed the entire future of racing. From the first five man teams that joined battle at Brands Hatch on April 7th 1971, the Trophy blossomed into an annual challenge which came second only to the TT and the British Grand Prix in its crowd appeal. The Americans brought to the generally drab paddocks of the day colour, flair and a patriotic fervour the home team found hard to match. Their riding styles were something else and had to be seen to be believed. Equally impressive was their ability to rapidly learn a new circuit and master its problems.

The story that Americans could not ride in the rain turned out to be just about the biggest racing myth of all time. They loved riding in Britain and we loved them, as long as we kept winning - which we did for a few years.

But the far reaching effect of the TransAtlantic Trophy was not in the match

continued on page 10



Peter Williams, a member of the 1974 American team.

Photo by: Ian Dawson

racers themselves but the fact that they provided an introduction for so many talented American riders to European-style racing. It opened up a whole new world for them and they took to it like a duck to water.

It was the beginning of the end of British and European domination of the 500cc World Championship. Kenny Roberts, who first rode in the TransAtlantic in 1974, opened the floodgates with a hat-trick of 500 titles in 1978, 1979 and 1980. Spencer, Lawson and Rainey in turn made their way through the match race gate...need one say more.

When Chris Lowe, then motorcycle director of MCD, (now the Brands Hatch Group) masterminded the brilliant concept of breathing new life into British racing and forging links with American racing through a challenge match, he could not have conceived the long term impact it would have on the sport world-wide.

Nor could the 10 cold, shivering riders who formed the grid at Brands on Good Friday two decades ago. Sympathy abounded for the American team, all of whom hailed from California, but all had some racing pedigree, albeit back in the States. Both teams were mounted on either three-cylinder BSA or Triumph machines with the Americans being led by Gary Nixon, the BSA/Triumph works rider. His compatriots were Dick Mann, Dave Aldana, Don Castro, Kim Rice and reserve Don Emde.

Britain fielded Percy Tait, at 42 the oldest rider, Ray Pickrell, John Cooper, Paul Smart and Tony Jefferies. Between them they had a wealth of short circuit racing know-how plus some Grand Prix experience.

Nixon, as it turned out, had to captain from the sidelines after breaking a wrist in practice two days before the match. It is doubtful if the results would have been different if he had been able to ride.

Pickerell, a former coffee-bar cowboy, was at the height of his powers and won both Brands races with Smart in second

place. Pickerell was in superb form and was to prove Britain's most outstanding rider in matches to come.

The Trophy circus moved on to Mallory Park, Leicestershire, a tight 1.35 mile circuit where the Americans were faced with something alien to their riding experience...a first gear hairpin just after the fast S-bends.

The master of Mallory, John Cooper, began to show some of his true form when he equalled the lap record set by Mike Hailwood in 1967 on the Honda-six. But even this was not good enough to catch the incredible Pickerell who beat him to the flag by four fifths of a second. Smart took the second race ahead of Pickerell.

America was not doing too well, but they were learning fast with Mann holding steady third and fourth places. They were hoping for greater success at Cheshire's Oulton Park, but it was not to be. Paul Smart romped away with the opening race followed home by Pickerell. Smart, Barry Sheene's brother-in-law, also took the second race but Dick Mann beat

John Cooper into second place, the highest position of the series for the Americans.

Although Britain, as expected, won by 183 points to 137 the so-called "fair weather, dirt track" riders from the US were not disgraced. The first ever match races were a success and there could only be better to follow.

What turned the 1972 series into a classic was the legendary Calvin Rayborn, ex-AMA champion, double Daytona victor and regarded by many as the world's greatest road race. All his national wins, bar one, had been on road circuits but even so the claim that he was the best raised a few eyebrows in Britain.

Many were to change their minds after seeing Rayborn, often compared to Geoff Duke for style in action. It was also not forgotten that Rayborn held the world land speed record for motorcycles at 265.492mph achieved at the Bonneville Salt Flats on the Harley Davidson single engine streamliner.

The cool Californian's preparation for the races was also disturbing to say the least. His total practice at Brands and Mallory amounted to only a few laps to evaluate his gearing. At Oulton he completely ignored the practice sessions.

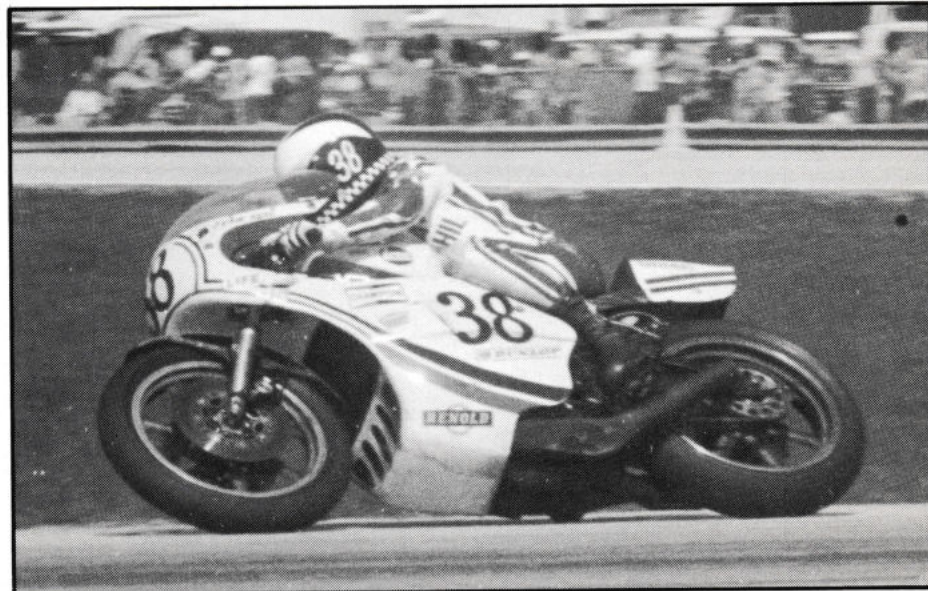
It turned out that Rayborn could live with every claim made for him. On his privately built Harley, using a cast iron dirt-track engine, he won three of the six races and took second in the others. His arch rival was, of course, Pickerell, who also captured three firsts and three seconds.

Rayborn later paid tribute to Pickerell as "the greatest rider I have ever raced against" a sentiment honestly returned by Pickerell who was astounded by the American's speed and ability to learn rapidly.

Rayborn's rejection of as much practice as possible was not out of sheer bravado or even confidence. It transpired that his Harley Davidson bosses were not too happy about him racing in England in case he was blown off on the works machine! He had his own bike built, but

Former 500cc World Champion Phil Read was another American to compete in the TransAtlantic before finding success on the World Championship trail.

Photo by: Graham Hind





The exuberant Texan Kevin Schwantz leads current 500cc World Champion Wayne Rainey in the 1987 event. Photo by: Barrie and Mary Lynn

used it as little as possible because he knew the engine would go off-song after 200 miles. It did in the last race of the challenge at Oulton.

The fact that Phil Read, soon to be 500cc World Champion, captained the team which included Peter Williams, Tony Rutter, Cooper and Jefferies or that the American team included three three cylinder water-cooled Suzukis said to be the fastest machines, mattered little. It was the Rayborn v Pickerell battles that everyone would remember.

Britain again won the series but that too was virtually overlooked. The glory was Rayborn's. His success staggered both British riders and spectators alike. For the first time they had seen an American rider of such outstanding ability that he could take on the best we had to offer and with the minimum of practice beat them at their own game.

It was not until two years later that we were able to see such brilliance again and, although we were not aware of it, an early glimpse of the change in racing power from Europe to America.

The catalyst was called Kenny Roberts. Virtually unknown before 1973 he had, under the guidance of Australian Kel Carrythers, won the American No 1. plate. Even before the 1974 match races the 22-year-old from Modesta, California,

had ventured into Europe and finished second to Giacomo Agostini at Imola. Earlier had been beaten into second by the Italian ace at Daytona.

But he was new to British circuits and while it was acknowledged that he was very fast no-one could expect a Rayborn repeat performance. How wrong could they be! Records fell as the young Roberts took two second places at Brands, both races at Mallory and a second and first at Oulton. Only Sheene, Smart and Duhamel took anything away from Roberts and his flying Yamaha.

Despite Roberts, racing's newest phenomenon, Britain again won the series, but their run of success was to end the following year.

The Americans could hardly believe it as snow wiped out the two Brands races on Good Friday 1975. Led by Roberts they had brought one of their strongest teams including Gene Romero, Don Castro, Steve Baker and another rising star Pat Henner. They were eager to come to grips with their rivals who included captain Stan Woods, Percy Tait, John Newbold and Mick Grant.

At Mallory it was the Roberts magic yet again as he won both races and at Oulton he carried on to take the first race. It was left to Woods to salvage some British pride in the final event but

only after Roberts and Romero crashed in appalling conditions.

The USA however, scored their first TransAtlantic series win by 278 points to 243 and if there had been racing at Brands the margin could have been even greater.

Over the ensuing years the match races grew bigger, more colourful and more extravagant until it sadly became to costly to import the American team. Another blow to the Trophy was the banning of Grand Prix riders by their respective teams from taking part in the series.

This followed, it is thought, the crash by Freddie Spencer at Donington Park which seriously damaged his World Championship prospects. But before the ban and the cost put paid to the TransAtlantic Trophy as we knew it, one other great rider was to be launched at the match races...Kevin Schwantz.

A supreme showman, the Texan immediately captured the hearts of the crowds with his incredible riding and natural exuberance, although this may have cost him at least one 500 title already.

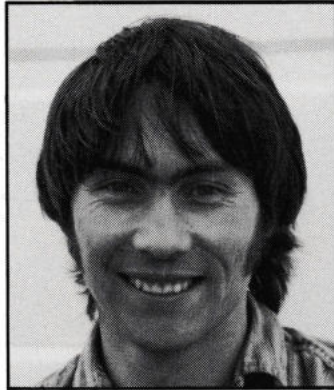
Overall Britain managed to stay ahead in match race successes, mainly by experienced mid-field riding. But it was the Americans who inevitably shone individually, who stole the show and eventually conquered the world. ●

The Great

Ron Haslam

Age: 34
Hometown: Langley Mill, Notts
Machine: John Player Special Norton RCW588

The country's most popular rider, Team Captain Haslam has returned to domestic racing after eight years in the world championship where he finished fourth on two occasions. On his first major outing with the rotary Norton he finished second in the Easter Diamond Jubilee race at Donington and followed that with a fourth on the tight Pembrey circuit in the Spring Cup.

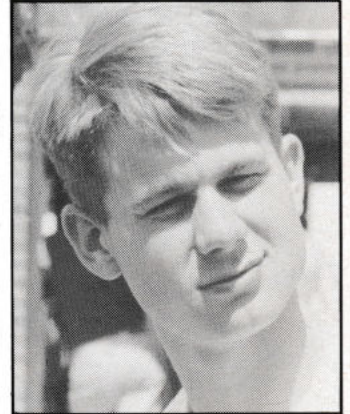


Haslam might have done better in the Grands Prix but spent a great deal of time developing the Elf Honda and latterly the Cagiva.

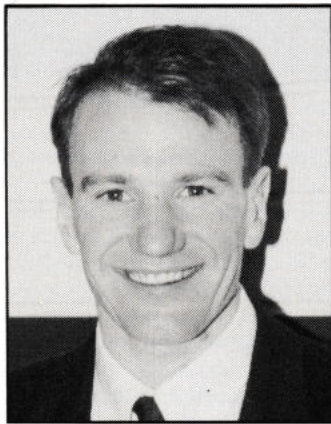
James Whitham

Age: 24
Hometown: Huddersfield, Yorks
Machine: Team Grant Suzuki GSXR 750R

Now back with his mentor Grant, Whitham is again flying high after a dismal season with Honda. He finished fifth in the Donington Jubilee race at Easter and won the opening round of the Spring Cup at Pembrey, where he became the first rider to lap the circuit in under a minute. He followed this up with a third place at Castle Combe.



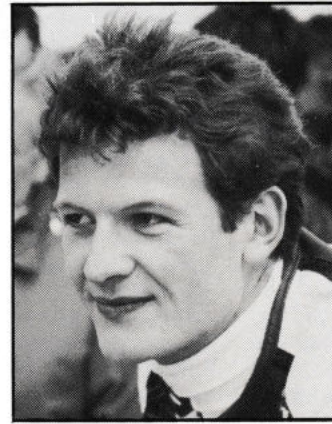
Niall Mackenzie



Age: 28
Hometown: Dunblane, Scotland
Machine: Silkolene Honda VFR750/RC30

Another former Grand Prix rider, he raced in the world championship from 1986-90 and finished fourth in the series last year on the Lucky Strike Suzuki. He was unlucky to lose his GP ride this season. Four times British 250 and 350 Champion.

Terry Rymer



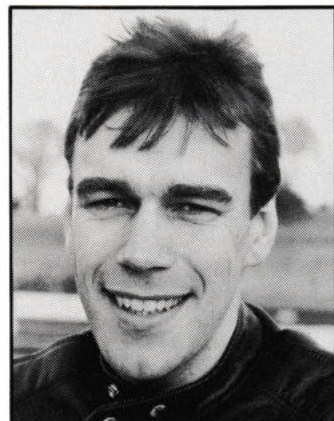
Age: 24
Hometown: Lee Green, London
Machine: Loctite Mitsui Yamaha FZR 750R OW01

Arguably the country's top rider at the moment, he led the World Superbike championship after the two opening rounds at Donington at Easter. He finished seventh in the series last year and also won the Shell Superbike Supercup title. A moto-cross convert to road racing.

Trevor Nation

Age: 31
Hometown: Burbage, Leics
Machine: John Player Special Norton RCW588

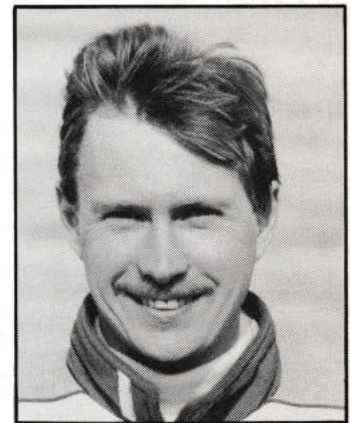
Haslam's team-mate, he won the MCN TT Superbike Championship last year, came second in the senior TT and was voted MCN 'Man of the Year'. He has campaigned successfully with the rotary Norton since its inception and recently won the Castle Combe round of the Spring Cup.



John Reynolds

Age: 27
Hometown: Nottingham
Machine: Team Green Kawasaki ZXR 750R

Only started road racing in 1987, switching from moto-cross, but last year won both the Shell Supercup Spersport 600 and the ACU National Supersport 600 titles. He also finished the season with good wins on a 750.

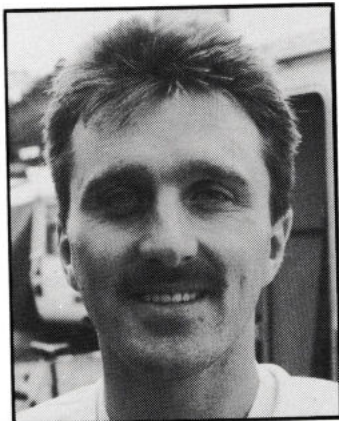


Britain team

Brian Morrison

Age: 34
Hometown: Kirkaldy, Scotland
Machine: Drambuie Yamaha FZR 750R OW01

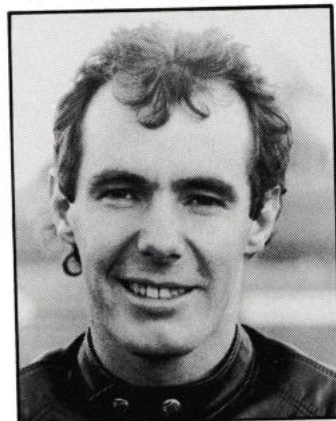
After plundering the prize funds in earlier seasons, Morrison had to be content with the runner-up spot in the Shell Supercup Superbike championship last year. But he was also a regular points scorer in selected world superbike rounds. This year he was sixth in each round of the superbike opener at Donington and was a member of the Kawasaki France team that finished second in the Le Mans 24 Hours.



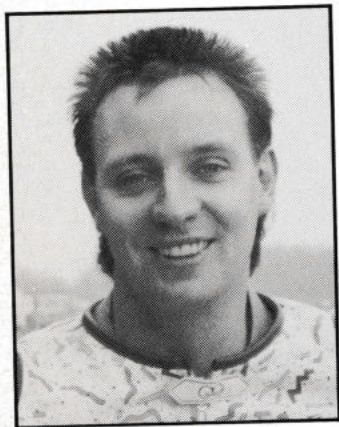
Steve Spray

Age: 27
Hometown: Nottingham
Machine: TBA

He was the man to beat in 1989 on the rotary-engine Norton, winning both the Shell Supercup and ACU National TT F1 titles. Last year he started well, winning the opening round of the Shell series at Snetterton, but subsequently failed to match his previous runaway success. He switched to the Roton this year, and gave the privately financed rotary-powered machine a Grand Prix point in Australia on its championship debut.



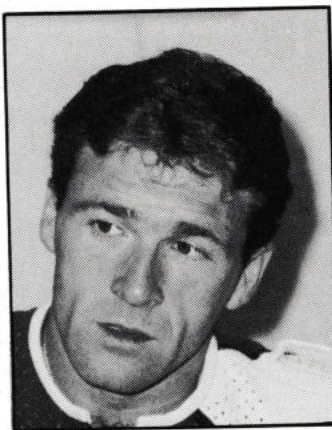
Ray Stringer



Age: 28
Hometown: Stoke Golding, Leics
Machine: Mobil 1 Team Coleman Yamaha FZR 750R OW01

A top class rider as a privateer, he took on the best and beat them from time to time. He won a Shell Superbike round in 1989 and this year took eighth place for his new team in the first leg of the World Superbikes. Injuries have probably delayed his progress.

Rob McElnea



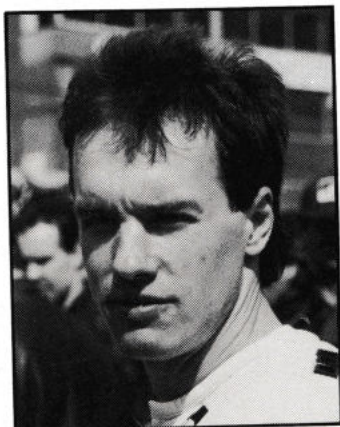
Age: 32
Hometown: Gainsborough, Lincs
Machine: Loctite Mitsui Yamaha FZR 750R OW01

Had five years appearance with factory teams in the 500cc Grands Prix. His best year was 1986 when he finished fifth in the World Superbike series on a Loctite Yamaha and at Easter scored two fifth places in the opening Superbike round at Donington. Also scooped entire prize fund in the Diamond Jubilee support.

Tim Bourne

Age: 27
Hometown: Woodchurch, Kent
Machine: Team Green Kawasaki ZXR 750R

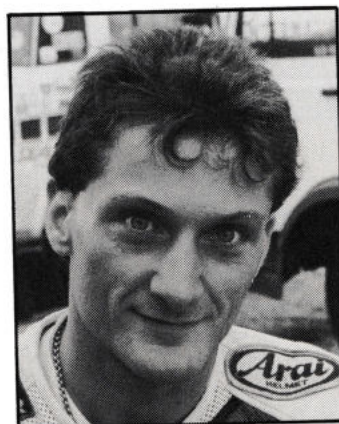
A former 'King of Brands' and three times 'Lord of Lydden', he was ACU Star Championship runner-up in 1988. Last year he rode a private Yamaha, came fourth in the Mallory Park Supercup race and was a constant threat to the team riders.



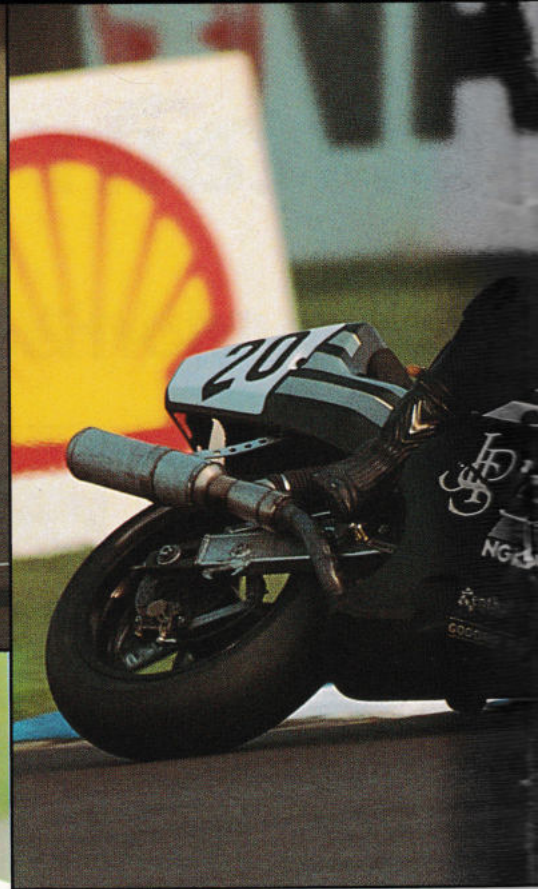
Carl Fogarty

Age: 24
Hometown: Blackburn, Lancs
Machine: Silkolene Honda VFR750R/RC30

Three times World Formula 1 Champion, he has also scored an F1 and senior double victory in the TT races on the Isle of Man last year. He had two Grand Prix outings for Honda last season. He crashed in the Daytona 200 on some oil while on the leader board.

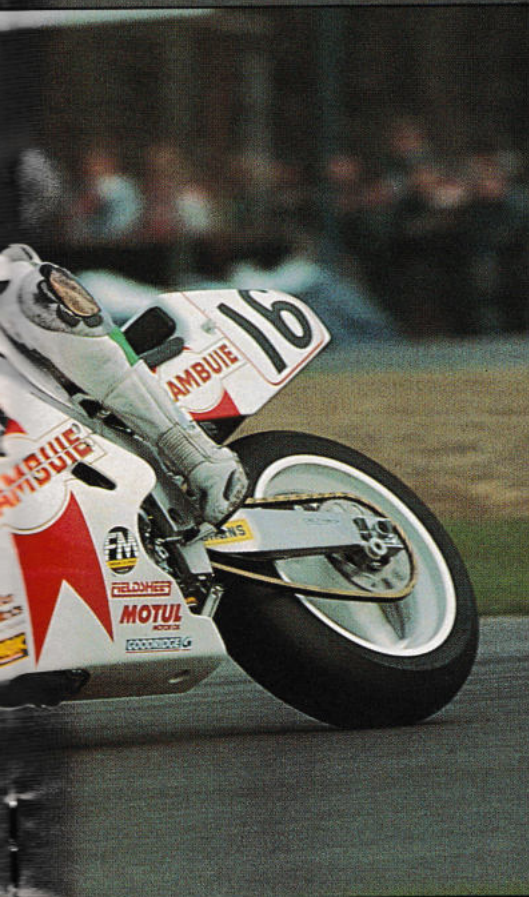


Photos by: Perry Sports Photography, Motofoto, Steve Ann/Spa Moto



1991 TRANSATLANTIC BEST OF

Britain's best riders and best teams take on a United States team in the 1991 TransAtlantic Superbike Challenge over six legs.
Niall Mackenzie (Honda), Brian Morrison (Yamaha) and Terry Rymer (Yamaha).



SUPERBIKE CHALLENGE OF BRITISH

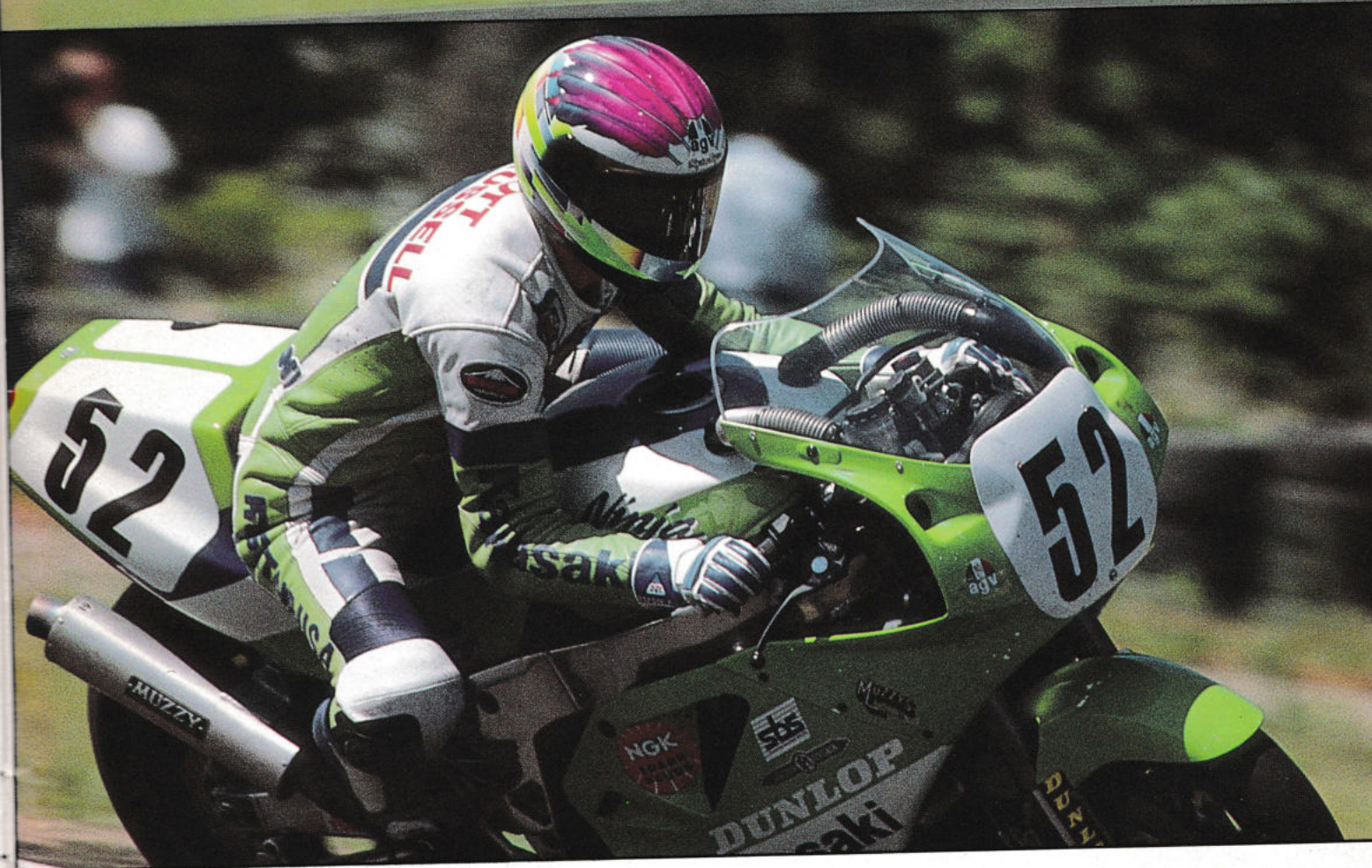


at Mallory Park and Brands Hatch. Clockwise from top left: Carl Fogarty (Honda), Ron Haslam (Norton), Tim Bourne (Kawasaki),
Photos by: Kel Edge, Barrie & Mary Lynn, and Perry Sports Photography.



1991 TRANSATLANTIC AMERICA

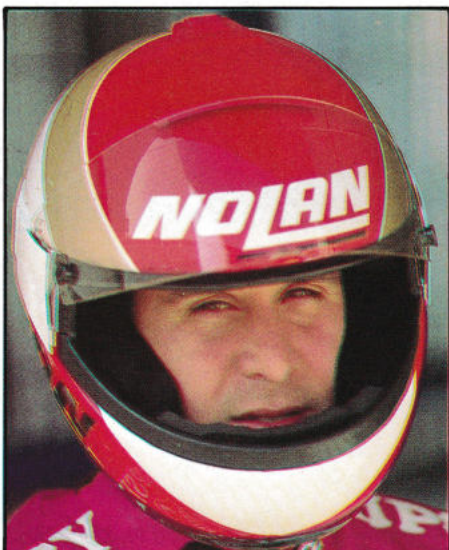
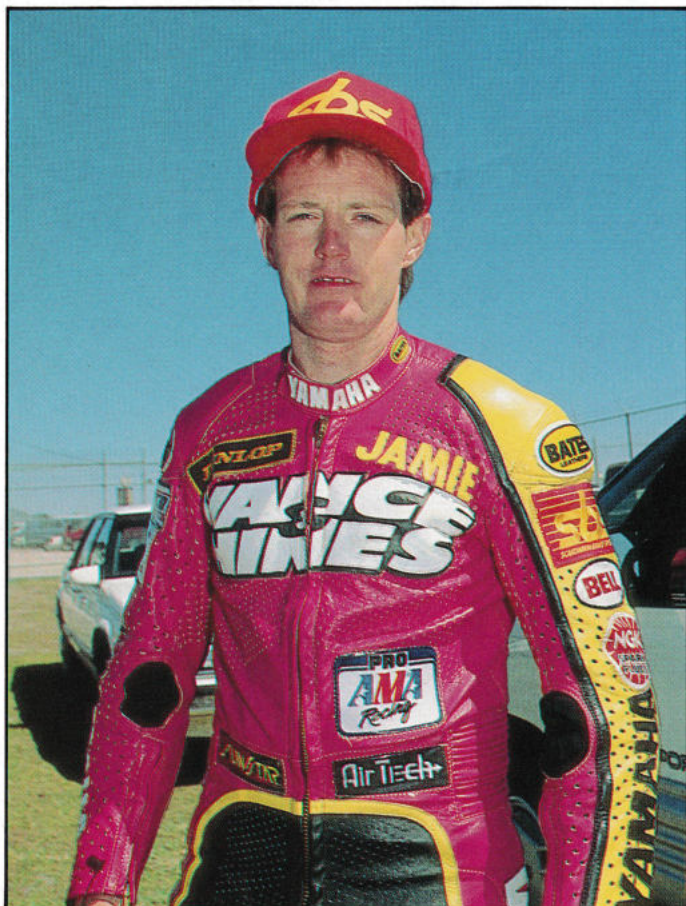
The United States team features some of the top names in American road racing including, clockwise from top left: Tom Stevens



SUPERBIKE CHALLENGE IN ACTION



(Yamaha), Richard Arnaiz (Honda), Scott Russell (Kawasaki) and Miguel Duhamel (Honda). Photos by: Kel Edge and Phil Masters.



Freddie's back

Former World 250cc and 500cc World Champion Freddie Spencer (above right) returns to captain the United States TransAtlantic team, which also includes Jamie James (top left), guest rider New Zealander Rob Holden (left), Richard Arnaiz (below left) and the exuberant Marcello Del Giudice (below).



The United States team

Freddie Spencer

Age: 29
Hometown: Shreveport, Louisiana
Machine: Two Brothers Racing Honda VFR 750R RC30

Could have been one of the greatest riders of all time. He won the 500cc World Championship in 1983, and two years later became the only rider to win both the 250 and 500 world titles in one season. His career faltered through injury and tendonitis and he last raced full time for the Giacomo Agostini Marlboro Yamaha team in 1989. A number of comebacks have failed through unreliability, but he was running fifth in this year's Daytona 200 when he was forced out with clutch failure.

Spencer first rode in the match races as an 18-year-old winning two races at Brands on his British debut riding a 750 Yamaha. Last year he finished sixth at Heartland Park, Topeka, on deciding to seriously return to racing.

Richard Arnaiz

Age: 28
Hometown: Palm Springs, California
Machine: Camel/Commonwealth Honda VFR 750R RC30

Won the European Superbike Championship last year on a Rumi Honda RC30. Former national ranked flat-tracker, he had his first full season of road racing in 1989, taking a Team Motor Sport Yamaha FZ750 to third place in the AMA Superbike championships. He was fourth in this year's Daytona 200 despite a badly injured hand he sustained in a practice crash.

Thomas Stevens

Age: 26
Hometown: Cape Coral, Florida
Machine: Vince and Hines Yamaha FZR 750R OW01

Third at Daytona, he was placed fourth in the 1990 AMA Superbike Championship. Started racing six years ago and rose from novice to expert in one season. In 1988 he was second in the AMA 250GP championship.

Miguel Duhamel

Age: 23
Hometown: Montreal, Canada
Machine: Camel/Commonwealth Honda VFR 750R RC30

Son of another famous racer and match race rider, Yvon Duhamel, he won this year's Daytona 200 Superbike event plus the Supersport 600 race and was third in the Le Mans 24 hours. Last year he finished seventh in both the AMA Superbike and Supersport 750 championships, sixth in the Suzuka eight hours with Doug Polen, second in the Le Mans 24 hours and fifth in the Bol d'Or riding for Suzuki France.

Scott Russell

Age: 26
Hometown: Jonesboro, Georgia
Machine: Muzzy Kawasaki ZXR 750R

He won last year's AMA Supersport 750 championship and came third in the AMA Superbike. A former teenage moto-cross rider, he turned to road racing at the age of 21. Fifth in the Daytona 200, he won the Supersport 750 race.

Michael Barnes

Age: 23
Hometown: Boca Raton, Florida
Machine: V & M Yamaha FZR 750R

Finished sixth last year in the AMA Supersport series and raced GTU (600cc) endurance for Team Mad Dog 11. Started racing in 1987 and has experience on a wide range of machines from 250 to 1100 enduros. Placed fifth in the AMA Supersport 600 this year at Daytona and a member of Team Toomer who won the GTU endurance race on a 600 Yamaha.

Jamie James

Age: 29
Hometown: Prairieville, Louisiana
Machine: Vance and Hines Yamaha FZR 750R OW01

Second in both the Daytona 200 and Supersport 600. In 1989 won both the AMA Superbike and Supersport championships on a Yoshimura Suzuki. Last year won AMA Pro Twins title on a Fast by Ferracci Ducati. Also set lap records at Le Mans and Mosport in World Superbike series.

Rob Holden

Age: 31
Hometown: Wellington, New Zealand
Machine: Ron Grant Honda VFR 750R RC30

Won the 1990-91 New Zealand Formula 2 Championship on Dallas Rankine's nitro burning Ducati 600 Pantah. Fifteenth in the Daytona, 200 Holden was born in the UK and currently lives in Sheffield.

Jacques Guenette

Age: 21
Hometown: Montreal, Canada
Machine: Muzzy Kawasaki ZXR 750R

Finished third in the Canadian RACE Superbike national Championship and 12th in the AMA Superbike. Another ex-moto-cross rider, he started road racing in the AMA Superbike. He came eighth in this year's Daytona 200 and third in the Supersport 750.

Marcello del Giudice

Age: 23
Hometown: Fort Lauderdale, Florida
Machine: TBA

Raced an RS 125 Honda in the UK last year, scoring points in the ACU National Championship. Previously raced 125s and 250s in American nationals. Came 15th in the 250GP at Daytona on a borrowed bike.

Luis Carlos del Maurel

Hometown: Madrid, Spain
Machine: Moto Accion Yamaha FZR 750R OW01

Raced 250s last year and came eighth in the European championship, winning the second round in Hungary. Scored a point in the second leg of the opening round of the World Superbike Championship at Donington Park, his racing debut at this level.

1991 TRANSATLANTIC

GREAT BRITAIN

No. Rider	Home Town	Machine	cc
1 TERRY RYMER	BARNEHURST, KENT	LOCTITE YAMAHA	750
2 BRIAN MORRISON	KINGHORN, FIFE	DRAMBUIE YAMAHA	750
3 TREVOR NATION	HINCKLEY, LEICS	JPS NORTON	588
4 STEVE SPRAY	CARLTON, NOTTS		
5 JAMES WHITHAM	CROSSLAND MOOR, YORKS	GRANT SUZUKI	750
6 JOHN REYNOLDS	NUTHALL, NOTTS	TEAM GREEN KAWASAKI	750
8 ROB McELNEA	GAINSBOROUGH, LINCS	LOCTITE YAMAHA	750
9 CARL FOGARTY	BLACKBURN, LANCS	SILKOLENE HONDA	750
17 RAY STRINGER	STOKE GOLDING, WARKS	MOBIL TEAM COLEMAN	750
20 RON HASLAM	SMALLEY, DERBYSHIRE	JPS NORTON	588
77 NIALL MACKENZIE	STIRLING, FIFE	SILKOLENE HONDA	750
MARK LINSOTT	MOTTINGHAM, LONDON	YAMAHA	750

UNITED STATES

No. Rider	Home Town	Machine	cc
11 THOMAS STEVENS	CAPE CORAL, FLORIDA	VANCE & HINES YAMAHA	750
12 JAMIE JAMES	PRAIRIEVILLE, LOUISIANA	VANCE & HINES YAMAHA	750
19 FREDDIE SPENCER	SHREVEPORT, LOUISIANA	TWO BROTHERS HONDA	750
22 SCOTT RUSSELL	JONESBOROUGH, GEORGIA	MUZZY KAWASAKI	750
28 RICHARD ARNAIZ	PALM SPRINGS, CALIFORNIA	COMMONWEALTH HONDA	750
39 JAQUES GUENETTE	LAVAL, CANADA	MUZZY KAWASAKI	750
40 ROBERT HOLDEN	NEW ZEALAND	SOUTHERN CROSS HONDA	750
44 LUIS CARLOS MAUREL	MADRID, SPAIN	MOTO ACCION YAMAHA	750
55 MARCELLO DEL GUIDICE	DEERFIELD BEACH, FLORIDA		
60 JOHN LONG	MIAMI, FLORIDA	MOBIL TEAM COLEMAN	750
84 MICHAEL BARNES	BOCA RATON, FLORIDA	WESTVALE YAMAHA	750
97 MIGUEL DUHAMEL	VERDUN, CANADA	COMMONWEALTH HONDA	750

Lap Records:

Terry Rymer (Loctite Yamaha)	47.5s	91.22mph	21.10.90
Rob McElnea (Loctite Yamaha)	47.5s	91.22mph	21.10.90

RESULTS (Race 1):

1st..... ²⁰	2nd..... ⁸	3rd..... ²²	4th.....	5th.....	6th.....	7th.....	8th.....	9th.....	10th.....	11th.....	12th.....
13th.....	14th.....	15th.....	16th.....	17th.....	18th.....	19th.....	20th.....	21st.....	22nd.....	23rd.....	24th.....
Winner's Time.....Speed.....Fastest Lap.....											

RESULTS (Race 4):

1st..... ²⁰	2nd..... ²	3rd..... ²²	4th.....	5th.....	6th.....	7th.....	8th.....	9th.....	10th.....	11th.....	12th.....
13th.....	14th.....	15th.....	16th.....	17th.....	18th.....	19th.....	20th.....	21st.....	22nd.....	23rd.....	24th.....
Winner's Time.....Speed.....Fastest Lap.....											

RESULTS (Race 8):

1st.....	2nd.....	3rd.....	4th.....	5th.....	6th.....	7th.....	8th.....	9th.....	10th.....	11th.....	12th.....
13th.....	14th.....	15th.....	16th.....	17th.....	18th.....	19th.....	20th.....	21st.....	22nd.....	23rd.....	24th.....
Winner's Time.....Speed.....Fastest Lap.....											

SUPERBIKE CHALLENGE

Scoring Chart	Mallory Park				Brands Hatch				Combined	Position	Team Position
	Leg 1	Leg 2	Leg 3	Total	Leg 1	Leg 2	Leg 3	Total			
GREAT BRITAIN											
1 Terry Rymer											
2 Brian Morrison											
3 Trevor Nation											
4 Steve Spray											
5 James Whitham											
6 John Reynolds											
8 Rob McElnea											
9 Carl Fogarty											
17 Ray Stringer											
20 Ron Haslam											
77 Niall Mackenzie											
Mark Linscott											
UNITED STATES											
11 Thomas Stevens											
12 Jamie James											
19 Freddie Spencer											
22 Scott Russell											
28 Richard Arnaiz											
39 Jaques Guenette											
40 Robert Holden											
44 Luis Carlos Maurel											
55 Marcello Del Guidice											
60 John Long											
84 Michael Barnes											
97 Miguel Duhamel											

How it works . . .

The two teams will race over 6 legs, the team with the highest points total winning the 'TransAtlantic Superbike Challenge'. Points will be awarded to the top 15 riders on the World Championship basis of 20-17-15-13-11-10-9-8-7-6-5-4-3-2-1. Prize money will be awarded to each rider at the end of the Challenge on the basis £4000, £3500, £2750, £2000, £1500, £1250, £1000, £750, £500, £450, £300, £300, £300, £300, £250, £250, £250, £250, £250, £250.

First, second and third places in each leg will also be presented with a crystal glass trophy.

RACE 2

12 LAPS

125cc

No	Rider/Entrant	Home Town	Machine
2	Rob Orme Ent: Mobil 1 Team Coleman	Hallam	125 Spondon
9	Steve Thompson Ent: John Davies Racing	Worthington	125 Honda
14	James Haydon	Amersham	125 Honda
15	Julian Perry Ent: SS Engineering	Hinckley	125 Honda
18	Shaun Hawkes	Nuneaton	125 Honda
19	Graham Harknett	Cheshunt	125 Honda
20	Fernando Mendes Ent: Nick Carpenter Eng.	Dunstable	125 Honda
21	John Baker	Loughborough	125 Honda
22	Steven Mason Ent: Team Edwards Racing	Ashbourne	125 Honda
23	Dave Collinson	Poynton	125 Honda
25	Colin Belcher	Caterham	125 Honda
26	Frank Duffy	Greenford	125 Honda
27	Michael Wilcox Ent: Lockside Engineering	Castleford	125 Honda
28	Timothy Palmer Ent: Chris Brendish	St. Albans	125 Honda
29	Stuart Nicholls	Frampton	125 Honda
30	Mike Pomfret	Hough	125 EMC
31	Barry Stanley Ent: Adams & Teal Builders	Swadlincote	125 Honda
32	Dean Hobson Ent: SS Engineering	Barnsley	125 Honda
33	David O'Leary Ent: Steve Manton	Wetherby	125 Honda
34	Kenneth Randall	Newbury	125 Honda
35	Martin Cox	Kings Lynn	125 Honda
36	Graham Unwin	Amersham	125 Honda
37	Gavan Morris Ent: AMV Racing	Rugeley	125 Honda
38	Martin Pollard	Guiseley	125 Honda
39	Paul Streets Ent: Dymax	Bromley	125 Dymax
40	Jimmy Brown Ent: G+B McCready	Biddulph	125 Honda
41	Ian Emberton Ent: Hazlewood Design & Contract	Leeds	125 Honda
42	David Fabian	Kettering	125 Honda

Lap Records:

Ian McConnachie (125 Honda) 51.0s 84.96mph 26.8.90
 Ian Newton (125 Honda) 51.0s 84.96mph 21.10.90

RESULTS:

1st 2 2nd..... 3rd 9 4th 23 5th..... 6th..... 7th..... 8th.....
 Winner's Time..... Speed..... Fastest Lap.....

RACE 3

12 LAPS

SUPERBIKE/ROCK OILS BATTLE OF THE TWINS

No	Rider/Entrant	Home Town	Machine
1	Roy Armstrong	Bury	888 Ducati
2	Brent Gladwin Ent: Ron Haslam Racing	Nortonlees	851 Ducati
3	Francis Williamson	Liss	998 H. Davidson
4	Michael Rutter	Brierley Hill	888 Ducati
5	Tony Rutter Ent: Merrydown Racing	Brierley Hill	748 Ducati
6	David Railton	Huntingdon	A&J Ducati
7	Martin Smith	Spalding	900 Triumph
8	Rick Scannell	Dulwich	750 Ducati
9	Ray Dye	Ruddington	850 Triumph
10	Tim Wild	Oxenhope	888 Ducati
11	Mathew Cleeves	Basford	750 Ducati
12	Graeme Ritchie Ent: Spares GB	Streatham	888 Ducati
14	Roger Wilkerson	Bassingbourn	883 Ducati
15	Gregg Birkett	Waddington	950 Moto Guzzi
16	Robin Milton	Spaldwick	650 Honda Hawk
17	Alan Cathcart	Warwick	904 Bimota Tesi
18	Alan Bennallick	Bodmin	750 Triumph
19	Sam Roberts	Ruddington	850 Ducati
20	Roger Bennett Ent: Sports Motorcycles	Penicuik	888 Ducati
21	John Wright	Peterborough	780 Saxon
22	Mike Hose	Wallasey	998 RGB Wasp
23	Vernon Glashier	Bishop's Stortford	920 Hossack
24	Nigel Verity Ent: Wise Biker	London	884 Ducati
25	Ian Cobby Ent: Team Clarke Race Co	Hatfield	950 Moto Guzzi
26	Nick Morgan	Chelmsford	851 Ducati
27	Geoff Baines Ent: Baines Racing	Northampton	904 Ducati
28	Ken Livingston	Morden	750 Cagiva

Lap Records:

To be established

RESULTS:

1st 29 2nd 5 3rd..... 4th..... 5th..... 6th..... 7th..... 8th.....
 Winner's Time..... Speed..... Fastest Lap.....



MOTORCYCLE RACE PROMOTERS COMMITTEE

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

For 1991, the MRPC are the co-ordinators of the Motory Cycle News TT Superbike Challenge, the Open Sidecar Championship and the Central Despatch (London) Formula 2 Sidecar Championship.

Details of the championships can be obtained from:

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



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The Organisers/Promoters reserve the right to alter/amend the programme without notice.

RACE 5 15 LAPS

250cc GP

No	Rider/Entrant	Home Town	Machine
1	Steve Hislop Ent: Silkolene Honda	Denholm	250 Honda
2	Alan Carter Ent: Silkolene Honda	Brighouse	250 Honda
8	Kevin Mitchell Ent: Medd Builders	Burton-on-Trent	250 Yamaha
9	Paul Booler Ent: Bike Centers Ltd	Market Harborough	250 Honda
12	Alan Jeffery Ent: N. Chawner	Melton Mowbray	249 Yamaha
14	Adrian Clarke Ent: VHE Group	Langley	250 Yamaha
15	Mark Barker Ent: Keppel Racing	Corringham	250 Yamaha
16	Royston Keen Ent: Southern Racing	Aldbourn	249 Yamaha
18	John Gainey Ent: Ron Haslam	Smalley	250 Yamaha
19	Nigel Bosworth	Stoke Golding	250 Yamaha
20	Peter Knight Ent: Scorpio Racing	Felixstowe	250 Yamaha
21	Mark Linton Ent: FCL Cranleigh Motorcycles	Guildford	250 Yamaha
22	Lee Pullen Ent: Steve Manton	Harrogate	250 Yamaha
23	Mark Westmorland	Hull	249 Yamaha
24	Tim Couzens	South Luffenham	250 Yamaha
25	Mick Otter	Rotherham	250 Yamaha
26	Mark Heath Ent: Brooklyn Salvage	East Grinstead	250 Yamaha
28	Conor Brennan	London	250 Yamaha
29	Chris Hancock	Amington	250 Yamaha
30	Mike Pomfret	Hough	250 Yamaha
31	Paul Lewis Ent: Mobil 1 Team Coleman	Mansfield	250 Spondon
32	Gary Naylor Ent: SS Engineering	Leyland	250 Aprilia
33	Nigel Froud	Maidstone	250 Yamaha
34	Paul Brown Ent: Brian Lee Motorcycles	Messingham	249 Yamaha
36	Steve Mason	Ashbourne	250 Yamaha
37	Terry Sanders Ent: Dave Bexon Racing	Market Rasen	249 Yamaha
39	Paul Streets	Bromley	250 Yamaha
40	Jimmy Brown Ent: G+B McCready	Biddulph	250 Yamaha

Lap Record:
Rob Orme (250 Yamaha) 48.3s 89.71mph 26.8.90

RESULTS:
1st..... 2nd..... 3rd..... 4th..... 5th..... 6th..... 7th..... 8th.....
Winner's Time.....Speed.....Fastest Lap.....

RACE 6 12 LAPS

600cc SUPERSPORT

No	Rider/Entrant	Home Town	Machine
6	Phil Borley Ent: Julian Soper Motorcycles	Southend-on-Sea	600 Yamaha
7	Gary Weston Ent: J. Harris Motorcycles	Ashford	600 Honda
15	Steve Wright	Tadcaster	600 Yamaha
16	Paul Brookes Ent: D. C. Butler Motorcycles	Chapelton	600 Honda
17	Dean Ashton Ent: Baxi Heating	Hull	600 Yamaha
18	Alan Bennallick	Bodmin	600 Yamaha
19	Adrian Squirrell	Framlingham	600 Honda
20	Roger Milne Ent: Motamat/Newfren	Aldborough	600 Yamaha
21	Matt Llewellyn Ent: Bike Centers	Glenfield	600 Honda
22	Peter Ashbolt	Rochford	600 Yamaha
23	Geoff Baldock Ent: A & J Transport	Louth	599 Honda
24	Sean Emmett Ent: Fast Bikes Magazine	Camberley	600 Yamaha
25	Brendan Doyle	Kingsbury	600 Yamaha
26	Gary Taylor Ent: Garozzo Motorcycles	Dartford	600 Yamaha
27	David Jefferies	Shiplay	600 Honda
28	Jason Emett Ent: C. Welstead	Finchampton	600 Yamaha
29	Philip Grantham Ent: Readymix Concrete	Northfleet	600 Yamaha
30	Jamie McCallister Ent: Bikestudio Honda	Byfleet	599 Honda
31	Tim Stone Ent: Rex Judd Motorcycles	Harrow Weald	600 Yamaha
32	Spencer Lynn	Stockport	600 Honda
34	Brian Nicholson Ent: Gary Wigley	London	600 Honda
35	Greg Dreyer	Tamworth	600 Yamaha
36	Graham Marchant Ent: Slipstream Tuning	Tonbridge	600 Yamaha
37	Mark Farmer Ent: Harris Performance	Crawley	600 Yamaha

19 & 20

Lap Records:
John Reynolds (600 Kawasaki) 49.6s 87.36mph 21.10.90
Phil Borley (600 St Neots Yamaha) 49.6s 87.36mph 21.10.90

RESULTS:
1st..... 2nd..... 3rd..... 4th..... 5th..... 6th..... 7th..... 8th.....
Winner's Time.....Speed.....Fastest Lap.....

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MRPC OPEN SIDECAR CHAMPIONSHIP

No	Rider/Passenger/Entrant	Home Town	Machine
2	Derek Brindley/Nick Roche Ent: Padgetts Batley	Bawtrey	500 Yamaha
3	Victor Jefford/Peter Hill Ent: Lynne Young/Claire Richardson	Leyburn	500 Krauser Windle
7	Dennis Brown/Billy Nelson	Morayshire	1100 Suzuki
8	Eddy Wright/Andy Hetherington Ent: Eddy's Motorcycles	Tadcaster	500 Krauser
9	Roger Body/Andy Peach Ent: Hall Aggregates	Meopham	500 LCR Krauser
10	Geoff Thomas/Ian Gaunt	Shrewsbury	500 LCR/JPX
11	Roger Lovelock/Frazer Sutcliffe	Marlborough	1039 Kawasaki
12	Stuart Hall/Lee Eastell	Norwich	500 LCR
14	Derek Plummer/Tony Darby	Shepperton	700 Asco Yamaha
15	Andy Westhead/Paul Yarwood	Blyton	700 Windle
16	Richard Crossley/Alan Barkley Ent: Barkley Hydraulics, Doncaster	Leeds	700 Baker- Yamaha
17	Andrew Gaunt/Peter Willis	Sawley	700 Yamaha
18	Gordon Shand/Johnny Shedden	Ayreshire	1100 Shand
19	Philip Croft/Julian Paddock	Royston	700 Yamaha
20	Clive Stirrat/TBA	Worthing	500 Ellmore
21	Tim Rope/Dave Kavanagh	Kingsclere	1100 Suzuki
22	Stephen Featherstone/Robert Smith	York	1100 Suzuki
23	Eric Cornes/Graham Wellington Ent: SS Engineering	Breward	700 Yamaha
24	Russ Pearce/Rod Pearce	Burnley	1100 Suzuki
25	Nev Fisk/Pip Hampton	Aylesbury	700 Yamaha
26	James Norbury/Norman Elcock	Castleford	500 LCR
27	Raymond Burrows/Paul Cleaves	Littlehampton	750 Yamaha
28	David Hoskin/Steve English Ent: Gore Racing	London	1170 Suzuki
29	David Hurrell/David James	Wisbech	1100 Suzuki
30	Gary Dickinson/Chris Founds	Doncaster	700 LCR
31	David Molyneux/Karl Ellison	Isle of Man	1100 Suzuki
32	Mike Cookson/Chris Hibberd	Welshpool	700 Yamaha
33	Vince Butler/Steve Pointer Ent: Curtis Transport	Brackley	500 Windle

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

RESULTS: 23 34
1st..... 2nd..... 3rd..... 4th..... 5th..... 6th..... 7th..... 8th.....
Winner's Time.....Speed.....Fastest Lap.....

FACT FILE

Organised by: MRPC

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

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

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

Qualifying rounds: May 5, Mallory Park; May 6, Brands Hatch; June 23, Thruxton; July 14, Snetterton; September 22, Cadwell Park; September 28/29, Donington Park; October 19/20, Brands Hatch.

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- INDY CIRCUIT ACTION
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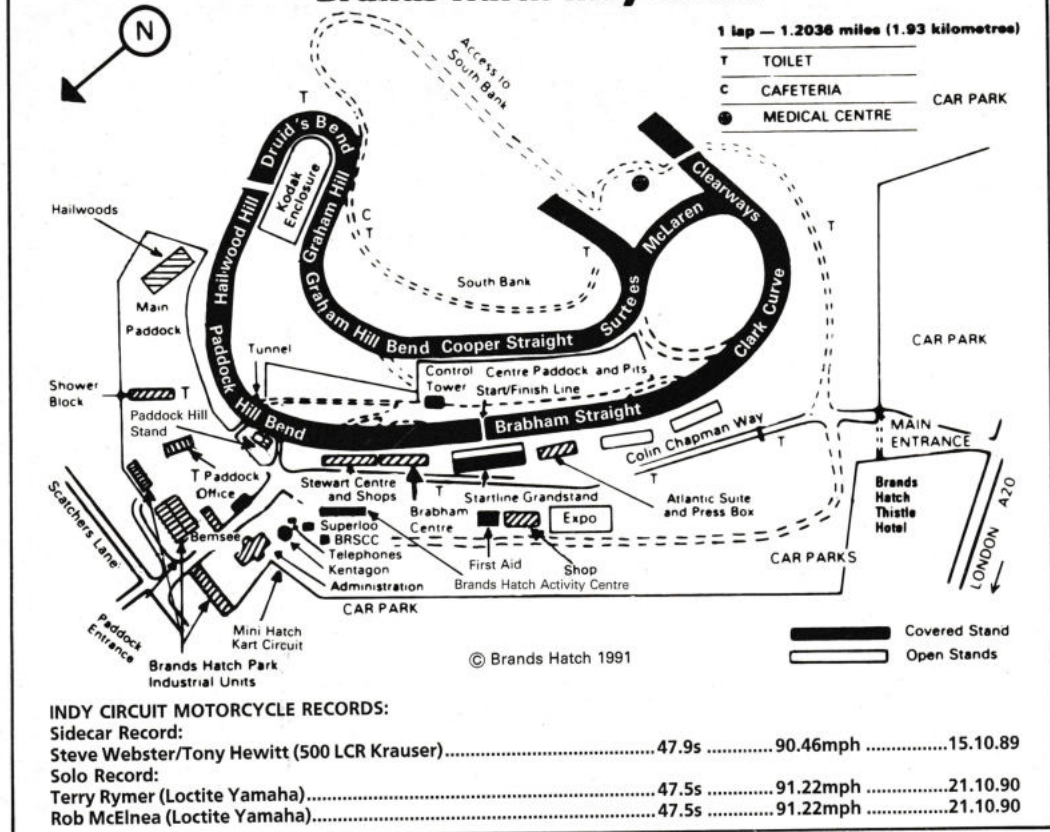
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BRANDS HATCH

Brands Hatch Indy Circuit

1 lap — 1.2036 miles (1.93 kilometres)

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INDY CIRCUIT MOTORCYCLE RECORDS:

Sidcar Record:

Steve Webster/Tony Hewitt (500 LCR Krauser) 47.9s 90.46mph 15.10.89

Solo Record:

Terry Rymer (Loctite Yamaha) 47.5s 91.22mph 21.10.90

Rob McElnea (Loctite Yamaha) 47.5s 91.22mph 21.10.90

Brands Hatch Speed Table

1 Lap = 1.2036 Miles

SPEED (in mph) = 1.2036 × 3600 × No of laps

TIME (in seconds)		TIME (in seconds)		TIME (in seconds)		TIME (in seconds)		TIME (in seconds)		TIME (in seconds)		TIME (in seconds)		TIME (in seconds)	
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
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
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
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
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
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
35.5	122.05	38.9	111.39	42.3	102.43	45.7	94.81	49.1	88.25	52.5	82.53	55.9	77.51	59.3	73.07
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
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
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
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
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
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
36.2	119.70	39.6	109.43	43.0	100.77	46.4	93.38	49.8	87.01	53.2	81.45	56.6	76.55	60.0	72.22
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
36.4	119.04	39.8	108.89	43.2	100.30	46.6	92.98	50.0	86.66	53.4	81.14	56.8	76.28	60.2	71.98
36.5	118.71	39.9	108.60	43.3	100.07	46.7	92.78	50.1	86.49	53.5	80.99	56.9	76.15	60.3	71.86
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
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
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
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
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
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
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
37.3	116.17	40.7	106.46	44.1	98.25	47.5	91.22	50.9	85.13	54.3	79.79	57.7	75.09	61.1	70.92
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
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
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
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
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
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
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
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
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
38.3	113.13	41.7	103.91	45.1	96.07	48.5	89.34	51.9	83.49	55.3	78.35	58.7	73.82		

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 Circuits wishes to thank the following:

All marshals, officials, members of the St John Ambulance, Ford Motor Co. Ltd. for the winner's presentation vehicle and Toyota Ltd for the Medical Car.

FLAG SIGNALS

Red: When shown at marshals' points around the circuit all riders must immediately cease racing and return with extreme caution to the Start/Finish line.

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

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

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

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

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

White: Ambulance or course car on circuit.

Blue: Overtaking signal. The blue flag informs the rider that he is going to be overtaken by one or more faster motorcycles.

Yellow with black cross: Denotes start of last lap.

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

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

OFFICIALS AND ACKNOWLEDGEMENTS

ACU Steward:
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Centre Steward:
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C. Hodgins

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I. Callum

Commentators:
F. Clarke
S. Perry

Judge:
Sylvia Ringrow

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Fawkham,
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Media Centre:
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12TH MAY

BRITISH FORMULA 3000

CHAMPIONSHIP

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FORMULA FORWARD & FIRST

SUPPORTS

ADULTS £9 ■ CHILDREN FREE
PADDOCK £1 ■ STANDS £4/£3

BRITISH FORMULA 3

CHAMPIONSHIP

INDY CIRCUIT ACTION

FORMULA RENAULT PROTEGES

NEW CLIO SALOON

SPECTACULAR

ADULTS £8 ■ CHILDREN FREE
PADDOCK £1 ■ STANDS £3/£2

25TH/26TH/27TH

MAY

RACE CAMP '91

SPECTACULAR MOTOR CYCLE

ACTION ON SATURDAY &

SUNDAY

FABULOUS CAR RACE ACTION

ON MONDAY

SPECIAL WEEKEND TICKET (inc. CAMPING)
ADULTS £10 ■ CHILDREN FREE
PADDOCK £2 ■ STANDS £3/£2

BRANDS HATCH

RACE 7

MRPC OPEN SIDECAR

CHAMPIONSHIP

No Rider/Passenger/Entrant

2 Derek Brindley/Nick Roche

3 Victor Jefford/Peter Hill

7 Dennis Brown/Billy Nelson

8 Eddy Wright/Andy Hetherington

9 Roger Body/Andy Peach

10 Geoff Thomas/Ian Gaunt

11 Roger Lovelock/Fraser Sutcliffe

12 Stuart Hall/Lee Eastell

14 Derek Plummer/Tony Darby

15 Andy Westhead/Paul Yarwood

16 Richard Crossley/Alan Barkley

17 Andrew Gaunt/Peter Willis

18 Gordon Shand/Johnny Shedden

19 Phillip Croft/Julian Paddock

20 Clive Strrat/TBA

21 Tim Rope/Dave Kavanagh

22 Stephen Featherstone/Robert

23 Eric Cornes/Graham Wellington

24 Russ Pearce/Rod Pearce

25 Nev Fisk/Rip Hampton

26 James Norbury/Norman Elcock

27 Raymond Burrows/Paul Cleaves

28 David Hoskin/Steve English

29 David Hurrell/David James

30 Gary Dickinson/Chris Founds

31 David Moynoux/Karl Ellison

32 Mike Cookson/Chris Hibberd

33 Vince Butler/Steve Pointer

Ent: Curtis Transport

Ent: 55 Engineering

Ent: Hoskin/Steve English

Ent: Gore Racing

Ent: Hurrell/David James

Ent: 4 cylinders maximum, 6 gears

Ent: 1300cc, 4 cylinders maximum, 6 gears

Ent: At each round, prize money will

Ent: be awarded to the first ten finishers on

Ent: the scale: 400, 300, 200, 150, 125, 100, 80,

Ent: 70, 50, 25.

Ent: Points system: Points will be awarded to

Ent: the first 15 finishers in each round on the

Ent: basis 20-17-15-13-11-10-9-8-7-6-5-4-3-2-1.

Ent: All rounds to count.

Ent: Qualifying rounds: May 5, Mallory Park;

Ent: May 6, Brands Hatch; June 23, Thruxton;

Ent: July 14, Snetterton; September 22, Cad-

Ent: well Park; September 28/29, Donington

Ent: Park; October 19/20, Brands Hatch.

FACT FILE

Organised by: MRPC

Specification: Sidecars with engines 401-

1300cc, 4 cylinders maximum, 6 gears

maximum, minimum weight 180kg.

Awards: At each round, prize money will

be awarded to the first ten finishers on

the scale: 400, 300, 200, 150, 125, 100, 80,

70, 50, 25.

Points system: Points will be awarded to

the first 15 finishers in each round on the

basis 20-17-15-13-11-10-9-8-7-6-5-4-3-2-1.

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well Park; September 28/29, Donington

Park; October 19/20, Brands Hatch.

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

RESULTS: 1st.....2nd.....3rd.....4th.....5th.....6th.....7th.....8th.....
.....34.....23.....

Winner's Time.....Speed.....Fastest Lap.....