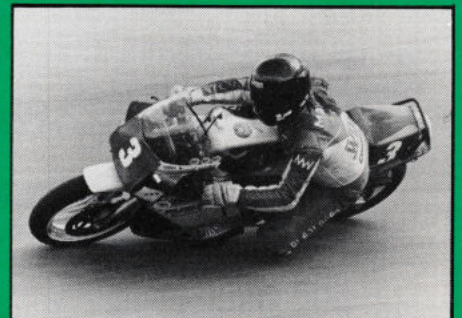
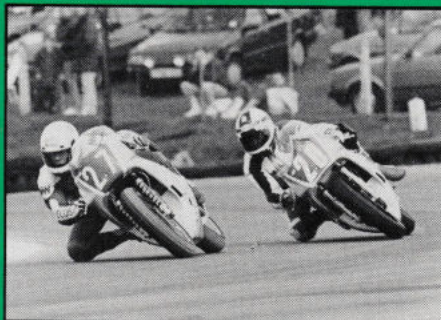
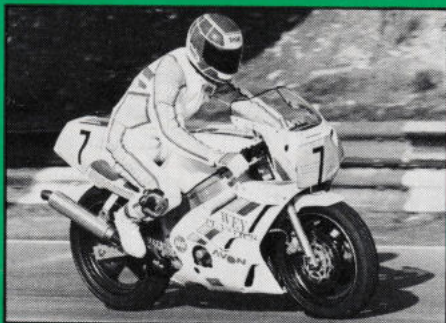


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7th MAY, 1990**

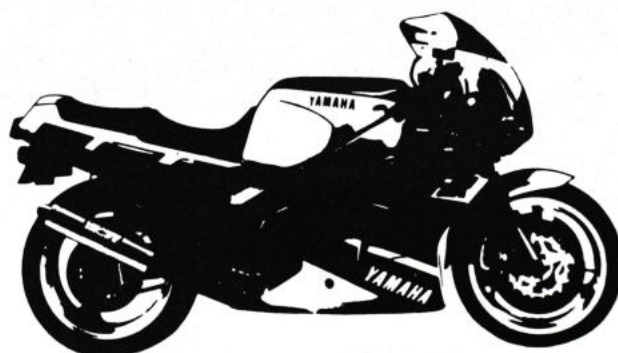
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CONTENTS

News	4 & 5
Wheelie Good Fun feature	6
Home and Away feature	7
250 Production entry	8
Supersport 600 entry	9
250 GP entry	10
"Sound of Singles" entry	11
"TT Formula" Superbike entry	12
251-1300 Open & Open Sidecar entry	13
Battle of the Twins entry	14
Circuit Map	15

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TIMETABLE

Monday, 7th May, 1990

Practice

09.00-09.10	Event 1 250 GP (Untimed)
09.15-09.25	Event 2 SS 600 (Untimed)
09.30-09.40	Event 1A 250 Production (Untimed)
09.45-09.55	Event 1B 251-1300 (Untimed)
10.00-10.10	Event 1 250 GP (Timed)
10.15-10.25	Event 5 Battle of the Twins (Untimed)
10.30-10.40	Event 2 SS 600 (Timed)
10.45-10.55	Event 6 TT F1 (Untimed)
11.00-11.10	Event 1A 250 Production (Timed)
11.15-11.25	Event 8 Open Sidecar (Untimed)
11.30-11.40	Event 1B 251-1300 (Timed)
11.45-11.55	Event 7 Single-Cylinder (Untimed)
12.00-12.10	Event 6 TT F1 (Timed)
12.15-12.25	Event 8 Open Sidecar (Timed)

Racing — First Race 13.45

Race 1	12 Laps	Event 1A	The 250 Production Race
Race 2	12 Laps	Event 2	The Supersport 600 Race
Race 3	12 Laps	Event 1	The 250 GP Race
Race 4	12 Laps	Event 7	The "Sound of Singles" Championship Race
Race 5	18 Laps	Event 6	The "TT Formula" Superbike Race
Race 6	12 Laps	Event 1B	The 251-1300 Open Race
Race 7	12 Laps	Event 8	The Open Sidecar Race
Race 8	12 Laps	Event 5	The Battle of the Twins

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SNETTERTON TO LAUNCH BRITISH CHAMPIONSHIP



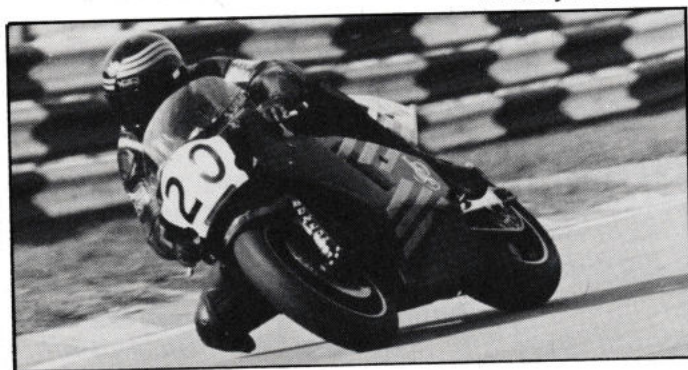
THE BRANDS Hatch organisation is launching the new look Shell Supercup British championships which will be seen by millions of television viewers.

The first round of the seven-round series will be held at Snetterton circuit in Norfolk on May 20th and the second round on June 24th goes to Cadwell Park.

They are events not to be missed. The best of British riders and racing will be on show for the whole country

Reigning Formula One Supercup Champion Steve Spray in action.

Photo by: A. Edwards



Twin battle

BATTLE OF the Twins in 1990 is sponsored by Superbike magazine and features the nicest sounding 'real' racing bikes to be seen at any circuit.

The race caters for any twin cylinder four-stroke over 500cc and the categories within the race are for Super Twins - Ducatis 888s and the like, ProTwins - Ducati Pantahs, Moto Guzzis, 8-valve Weslakes etc, and Classic Twins - Nor-

ton Triumphs, Vincents, BMWs, BSAs AND so on.

Each race has a prize fund in excess of £1,000 with the money being distributed on a pounds for points basis. Regardless of category, the first five bikes win 5,4,3,2 and 1 points and for first to fourth place in the three categories, points are awarded 4,3,2, and 1. Points are added up and £25 per points is paid.

to see on television, but there is nothing to beat actually being at the circuits if you want to absorb the excitement and atmosphere of a major meeting.

Last year the Shell Oils Supercup action had viewers on the edge of their seats and the televised series undoubtedly helped make the John Player Nortons known to the country at large with Nottingham's Steve Spray winning the Formula 1 Supercup championship.

The Supercup was such a success that the Auto Cycle Union has "adopted" the Shell championship and has made it the country's premier series. It is also supported by *Motor Cycle News*.

If you can get to them the other rounds are at Pembrey, July 1st; Knockhill, July 7/8th; Thruxton, August 19th; Mallory Park, September 2nd; and Donington Park, September 29/30th.

Jinxed Johnson

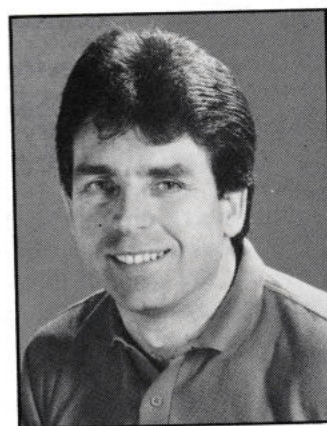
YORKSHIREMAN GEOFF Johnson has bounced back into top gear after a depressing period that had him on the brink of retirement.

"The depression set in at the end of 1988 when I crashed hereat Brands during the Powerbike meeting," explained Johnson. "It was in the paddock and I broke my leg. It was my own fault because I had new tyres on the bike and should have been more cautious."

"I struggled during 1989 and when I banged my shoulder on a wall during the TT in the Isle of Man and got a chip of stone in it, I went to an all time low. I seriously thought about packing it all in."

But now the dark clouds have rolled away for the 37-year-old rider from Richmond who admits he just can't spend too much time on the track these days. "If I am not racing, I am out there helping a club rider or two, the enthusiasm is back with a bang," he said.

Today Johnson is hoping for a happier time than he had at a wet Brands on Good Friday



Geoff Johnson has returned from injury to continue his impressive comeback season.

when he slid off during practice and only managed sixth in the Supersport 600 race, and his wife Chris crashed a paddock bike and collected a stone in her hand.

"Just the same at Brands, it's quite a technical circuit to ride and you certainly cannot just blitz around to do a fast lap. If the 600 Mitsui Yamaha is running well I reach 130mph on the main straight, with the 1300 Yam with stock gears it's up to the 140mph mark."

Late Starter

NIGEL NOTTINGHAM'S racing career came out of the blue when he became an accepted customer at motor cycle dealers, Wylie and Holland.

"It all started when we had a BMW test session," said Grahame Wylie at the Market Drayton showroom. "We invited him along and he settled down well when he was on the track and he got keen on the idea of racing."

That was just three years ago, when the 33-year-old heavy goods vehicle driver Nottingham from Nantwich, Cheshire, became another of the sport's talented late starters.

He started off with a Suzuki GSXR but soon craved for something better and returned to Wylie and Holland in search of a 750 FZ Yamaha.

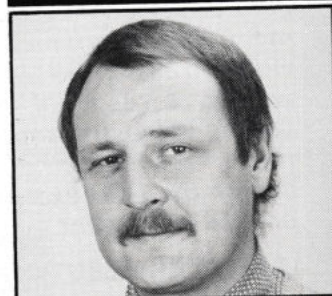
"He is a nice enthusiastic lad so we decided to give him some help," said Mr Wylie. "At the time his wife had a road bike which she traded in and we did a deal with the

racing machine."

Nigel continued to improve, last year he switched to an OWO1 750 Yamaha that has been updated to the latest specification this season.

Since acquiring good competitive machinery, Nottingham has turned his back on club racing to concentrate on national events. "He has got the best money could buy and wants to mix it with the strongest opposition possible," added Wylie.

ON AIR



Your commentator today is Fred Clarke.

The Italian Job

ALTHOUGH THE Italian Bimota Factory has shelved plans to contest this year's World Superbike Series that would have brought three times World Champion Fast Freddie Spencer back into action, the flag is being kept going at British meetings at least by Londoner David Pickworth.

He rides a 750cc YB 4E1R - which is close to the specification to the £15,500 race bred YB4 - under the Follett Car-Group of which he is a marketing manager.

North West London based Follett, leading retailers for Jaguar, Alfa Romeo and Range Rover among other prestige vehicles, recently took over the British import and retail rights of Bimota. "As I have been interested in motor cycles for most of my life, and have done some racing over the last four years I found myself in the ideal position to get back into racing as well as just marketing the Bimota road

bikes," said Pickworth who could get a full factory race machine at a later date.

Born in Germany in 1960, Pickworth did most of his schooling in England before going on to a place at London University.

He went in to advertising in 1981, working to account director level but still retaining his interest in motor cycles.

He entered his first race in 1986 and the following year hit the headlines by winning every round of the Pirelli 6-hour championship.

The next season saw him attacking the World Superbike Series on a privately run Yamaha and it was during this time that he got involved with Bimota, who used Yamaha engines in its race bikes.

A high speed test crash put David out of racing for 1989 but he retained his links with the Italian factory to good avail.

What a Wally!

PUTTING THE emphasis on his nickname Wally, rather than sticking to his first christian name has paid dividends in the personal promotion race for Simon Watson.

He used to be just another name on the entry list but now Wally Watson grabs the punters attention and people in the right places have started to take note of his impressive performances on a 750 OWO1 Yamaha.

The 26-year-old mechanic has even become quite a hero in the area of Essex where he lives and was the winner of the 1989 Sports Personality of the Year accolade in the local paper that circulates in his home town of Saffron Walden.

A late starter in racing just two years ago, with a Suzuki GSXR 750 that he built himself, Wally has produced results worthy of the attention he is getting.

A former club champion, he has moved up to national status this season with the Yamaha and clinched two second places at Mallory Park a couple of weeks ago. On Easter Monday at Donington

Park he was eighth in the Formula One race that attracted a strong entry and was lying third in the main Superbike race when the rains came and the race had to be stopped.

Wally has picked up quite a lot of local sponsorship along the way including that of Bishops Cleeve motor cycle dealers, Searings.

"We certainly rate his ability, if he had started when he was 18 or 19 he would have been at the top," said Searings' Gordon Devonshire.

Wally has even got some backing from the local health club where he has regular keep-fit workouts. "It obviously pays to keep in trim," he remarked.

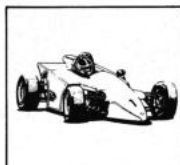
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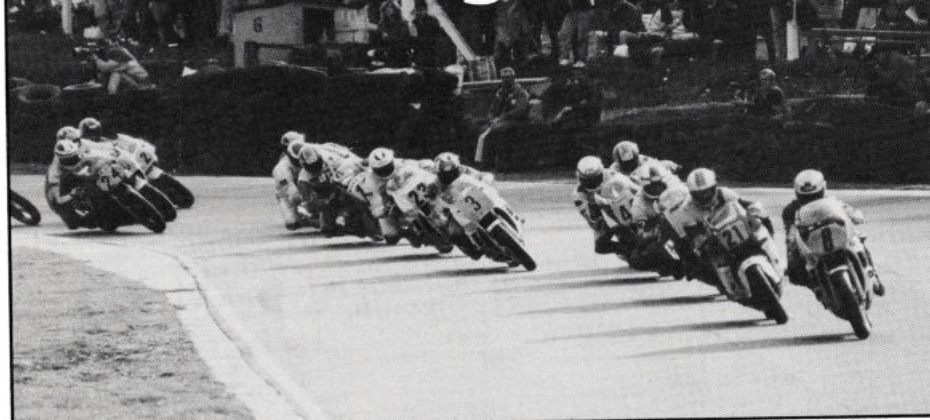
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Wheelie good fun



The pack streams out of Druids at the start of a Supersport 600 race. Photo by: Keith Martin

VICTORY WILL not come easy in any of today's races, with rider skills and machines capability evenly matched through the eight events on the non-title national programme, John Brown previews the races in store and highlights riders to watch out for.

There is plenty of machine variety to keep the spectators' interest, even in the 18 lap feature race for TT Formula One and Superbike riders, when roaring Italian Four stroke twins come up against the Japanese multies that have long ruled the roost.

Heading the challenge to that domination is bespectacled little Australian Paul Lewis, who this year campaigns an 888cc V twin Ducati, both in this class and in the battle of the twins.

His Sports Motorcycles machine is one of nine from the Italian factory in the main race, which also sees the Moto Guzzis of Greg Birkett and Bob Clarke, plus the Bimota of Londoner David Pickworth in the line-up, and all are anxious to get the better of the Hondas, Kawasakis, Yamahas and Suzukis.

There is even a touch of British bike interest with Mike Hose from Wallasey out on a RGB Weslake, the engine of which no doubt started its life on the south coast in the Weslake development shop in Rye.

Former champion of Brands Tim Bourne, however, must be among the favourites on his 750 Yamaha, and also his Ashford, Kent, neighbour Gary Weston, who relies on the smaller 600 Yamaha for this event.

Cheshire's Nigel Nottingham, on a 750 Yamaha supplied by enthusiastic dealers Wylie and Holland, and Yorkshireman Charlie Corner, working hard to get his Ducati on the pace are also riders to watch.

Local front runners should be Dave Redgate from Walderslade, Phil Borley from Southend and Londoner Brian Nicholson.

Weston, third in both the Shell Oils Supercup and British Supersport 600 championships last year looks set for a tough time in this class. Geoff Johnson travels down from Richmond, Yorkshire, to put his Mitsui Yamaha into the action; while the journey is even longer for Howard Selby from East Lothian, who

rides a Yamaha. Nicholson, Borley and Steve Coker from South Godstone add fire to the Supersport 600 12-lapper.

European circuit-experienced Rob Orme from Derbyshire on a Yamaha and Nigel Bosworth, who lives in the shadow of the Mallory Park circuit in Stoke Golding in Leicestershire, head an impressive turn out for the 250cc race.

The reliability of the Italian Aprilias, like the one raced by Bosworth, is always a little doubtful, but if everything keeps running he will be out to get the better of his regular rival Orme.

Last year's 250 lightweight Manx Grand Prix winner Nick Turner from Croydon, and fellow Isle of Man regular Mark Linton from Guildford top the locals list, which also includes Londoner Conor Brennan, former Brands Champion David Heal and yet another Ashford based rider, Mark Whiting.

Neighbours

Next door neighbours Roger Body and John Cable from Meopham are set to continue their friendly rivalry on the Indy circuit, and if Body and his passenger Andy Peach have to play second fiddle in this particular battle, he has only himself to blame.

It was Body's enthusiasm that re-kindled Cable's interest, who over the winter paid out £21,000 for an outfit featuring the latest carbon fibre Windle chassis and an engine bought from Holland's former tripleWorld Champion Egbert Streuer.

As well as the regular solo classes for current machines, there will be time for nostalgia during the 12 lap Sound of Singles championship race, which has a full entry headed by TT Classic expert Dave Pither - on a Dennis Trollope Yamaha on this occasion - former short circuit man Asa Moyce and Richard Cutts.

Winner of the last race at Brands, in the wet, was Bob Dalton.



Bob Dalton (above) coping well in the wet to win last time out at Brands. Kevin Mitchell leads Rob Orme (below) in the 250cc race three weeks ago. Photos by: Nick O'Brien



Home and away



Paul Lewis hangs onto the powerful Honda.

Photo by: Phil Masters

SINCE HE first burst on to the British race scene with an amazing fastest practice lap during a meeting at Donington Park in 1982, talented little Australian Paul Lewis has had a volatile career as John Brown finds out...

He reached a high when he was signed by Skoal Bandit Suzuki in 1986 to race a 500cc Grand Prix machine that was in an advanced development stage, but since then he has had a hard time even being able to stay in racing.

Many would have given up the battle to get bikes but the cheery, bespectacled Lewis takes it all in his stride and this year has come up with backing from Sports Motorcycles to race one of the latest Italian 888cc V twin four stroke Ducatis.

"The original plan was go for the Battle of the Twins title but because the machine is competitive I am racing it against the latest machinery in the F1 class as well," he said.

Jockey

Although with the build of an ideal jockey for a 125cc machine, the mighty big twins hold no fear for Lewis who has twice been runner-up in the Daytona Battle of the Twins and took the lead in this year's British circuits championship at the outset.

He breezed in to Britain with the guidance of Bill Lomas - 350 World Champion on Moto Guzzis in 1955 and 1956 and now a motorcycle dealer in Derbyshire - with a string of homeland successes to his credit.

After his Donington debut on Bill's 500cc Suzuki, that left many staring in disbelief, Lewis was quickly on the Grand Prix trail. With the Suzuki he had his first World Championship outing at Silverstone in 1983 and finished the year in equal 19th place with the late Mark Salle.

Without a suitable machine he missed the following season on the Grand Prix circuits but was back in 1985 to finish 24th as a complete privateer before getting the Suzuki call that kept him in for one more year when he was joint 17th with Spaniard Juan Garriga.

Last season Lewis was in the 250cc short circuit action with a Padgett Yamaha and looked a likely winner on the Shell Oils Supercup until the final round at Brands Hatch in September when machine failure put him out of the race and he ended the series in third place.

Born in July 1960, Paul first got the taste for motor cycle riding while he was competing in a pony club gymkhana at his home town in Melbourne, at the age of 10.

"I saw these lads buzzing round on a couple of mini-bikes in the adjoining field and I decided there and then that two wheels were for me rather than the four legs of a pony," he said.

Father Jim decided that as his son was showing an interest in things mechani-

cal they would build a mini-bike, and the first machine owned by Paul was one comprising a mini-chopper chassis bought from a schoolfriend and a lawnmower engine.

At the age of 12 Paul's racing career started in mini-bike classes on a Honda XR75, and in the next three years he collected over 500 trophies in the 50, 80 and 100cc classes.

When he left school he started work as a mechanic with Melbourne motor cycle dealer, Ray Barnes, who suggested road racing would be the best thing for him to follow after a not too impressive flirtation in moto cross.

Parents

Always backed by father Jim and mother Barbara, young Lewis was encouraged from all sides and repaid the support by taking second place on a 125cc machine in his first race at Winton Park, that was an up to 1300cc novice event.

Before heading for Europe, Lewis was the Australian champion, over the years, in the 125, 250 and 500cc classes no less than seven times winning his homeland Grands Prix in the 250cc class in 1979 and 1981, and the 125 in 1980 and 1982.

"My biggest regret was not coming to Europe a couple of years earlier," said Paul, "I am sure I have the qualities to be World Champion, but now time is running out."

RACE 1 EVENT 1A 12 LAPS

THE 250 PRODUCTION RACE

Grid positions will be determined by Timed Practice

No.	Rider/Home Town	Entrant	Machine
1	Wayne Dodd/Northfleet	Fenmor Racing	249 Kawasaki
2	John Morris/London		250 Kawasaki
3	Nick Sergent/Sidcup		250 Kawasaki
4	Steve William-Hawkings/London		250 Yamaha
5	Brian Giles/Pembury		250 Kawasaki
6	Tim Radford/Petworth		249 Yamaha
7	John Gavin/Dagenham		250 Suzuki
8	James Onions/Hitchin		249 Suzuki
9	John Laker/Fittleworth		249 Kawasaki
10	Paul Hopkins/Hounslow		249 Kawasaki
11	Dave Fiorini/Romford	Alan Sargent	250 Kawasaki
12	Julie Sleaford/London		250 Yamaha
14	Gary Ball/Tonbridge		250 Kawasaki
15	Adrian Butcher/Dover		250 Kawasaki
16	Matthew Allan/Sandwich		250 Kawasaki
17	Gavin Lee/Netley Abbey	Rob Wilsher M/C	250 Suzuki
18	Jeremy Gamble/Worthing		250 Kawasaki
19	Stuart Williams/Welling		250 Suzuki
20	Alan Burn/London		250 Kawasaki
21	John Nally/Mitcham		250 Yamaha
22	Chris Howe/Westgate-on-Sea		249 Yamaha
23	John Ewles/Kings Lynn		250 Kawasaki
24	Phil Grantham/Northfleet		250 Kawasaki
25	Steve Betts/Sketley		250 Yamaha
26	Leonard Catt/Brighton		250 Suzuki
27	Robert Price/Liatherley		250 Kawasaki
28	Rob Smith/Rugby		249 Kawasaki

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

Lap Records:
 Adrian Butcher 52.7s 82.21mph 24.3.90
 Mike Outred 52.7s 82.21mph 24.3.90

RESULTS

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

PRIZE FUND

Race 1 — 1st £150; 2nd £100; 3rd £75; 4th £50;
 5th £40; 6th £30; 7th £20; 8th £15; 9th £10; 10th
 £10.

Race 2 — 1st £260; 2nd £210; 3rd £160; 4th £100;
 5th £90; 6th £60; 7th £50; 8th £40; 9th £40; 10th
 £30.

Race 3 — 1st £275; 2nd £225; 3rd £175; 4th £155;
 5th £100; 6th £60; 7th £50; 8th £40; 9th £40;
 10th £30.

Race 4 — 1st £75; 2nd £60; 3rd £50; 4th £40; 5th
 £30; 6th £20.

Race 5 — 1st £325; 2nd £275; 3rd £225; 4th £175;
 5th £100; 6th £50; 7th £40; 8th £30; 9th £30;
 10th £20.

Race 6 — 1st £150; 2nd £100; 3rd £75; 4th £50;
 5th £40; 6th £30; 7th £20; 8th £15; 9th £10; 10th
 £10.

Race 7 — 1st £250; 2nd £200; 3rd £150; 4th £100;
 5th £80; 6th £50; 7th £40; 8th £30; 9th £30; 10th
 £20.

Race 8 — As per Series Prize Fund Structure.

THE SUPERSPORT 600 RACE

Grid positions will be determined by Timed Practice

RACE 2 EVENT 2 12 LAPS

No.	Rider/Home Town	Entrant	Machine
3	Steve Wright/Tadcaster		600 Yamaha
4	Jason Emmett/Finchampstead		600 Yamaha
5	Ian Courts/Erith		600 Yamaha
6	Tim Wild/Keighley		600 Yamaha
7	Steve Coker/South Godstone	SNS Advertising	600 Yamaha
8	Russell Aldous/Sidcup	Team Green — David Brown	600 Kawasaki
9	Gary Weston/Ashford	Cat Motorcycles	600 Yamaha
10	Geoff Johnson/Richmond	Mitsui Yamaha	599 Yamaha
12	Howard Selby/East Lothiam	G S Cedge	600 Yamaha
14	Lee Cutler/Welling		600 Honda
15	John Burgess/Thornton Heath	Team Green — David Brown	600 Kawasaki
16	Mark Raggett/Ashford		600 Yamaha
17	Andy Smith/Crawley		600 Kawasaki
18	Phil Borley/Southend-on-Sea	Julian Soper Motorcycles	600 St Neots Yamaha
19	Stephen Gilbert/Whyteleafe		600 Honda
20	Roger Milne/Boroughbridge	Veco Automotive	600 Yamaha
21	Geoff Baldock/Louth	A & J Transport	598 Honda
22	Brian Nicholson/London	G W Racing Photography	600 Honda
23	William Sykes/York		600 Yamaha
24	Sean Waller/Cleethorpes	George Petch Wheels	600 Yamaha
32	Alan Bennallick/Camelford		600 Yamaha
33	Mark Farmer/Crawley		600 Yamaha

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

Lap Records:
Mike Edwards (600 Yamaha) 50.2s 86.31mph 15.10.89
Gary Weston (600 Yamaha) 50.2s 86.31mph 15.10.89

RESULTS

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

RACE 3 EVENT 1 12 LAPS

THE 250 GP RACE

Grid positions will be determined by Timed Practice

No.	Rider/Home Town	Entrant	Machine
3	Gavin Lee/Southampton		250 Yamaha
4	Mark Linton/Guildford	Cranleigh M/Cs	249 Yamaha
5	Paul Streets/Bromley	West One	250 Yamaha
6	Rob Orme/Hallam	Clarke Racing/Ron Bromley	250 Yamaha
7	Royston Keen/Marlborough	Favermay	249 Yamaha
8	Kevin Fawsitt/Dagenham		247 Kawasaki
9	Mark Westmorland/Bilton		250 Yamaha
10	Rob Johnson/Weybridge		250 Rotax
11	Ron Fyson/Baldock	Machine Tool Maintenance	249 Honda
12	Peter Brett/London	Fenmor Racing	250 Yamaha
14	Tim Couzens/South Luffenham		250 Yamaha
15	Steve Sawford/Tempsford	St Neots Motorcycle Co Ltd	250 Yamaha
16	Nick Turner/Croydon		250 Yamaha
17	Conor Brennan/London	Quicksilver	249 Yamaha
18	Graeme Mitchell/Preston	Outhwaite and Bishop	250 Yamaha
19	David Heal/Hailsham	Wylie & Holland M/Cs/Mistral Heating Boilers	249 Yamaha
20	Robert Price/Hatherley	Neil Fraser Gloucester	249 Kawasaki
21	Tom Hutton/Bristol	Steve Hornby	249 Yamaha
22	Dean Blackwell/Sittingbourne		249 Honda
23	Ian Blackwell/Sittingbourne		249 Yamaha
24	Nigel Bosworth/Stoke Golding	Keppel Racing	249 Aprilia
25	Steve Bateman/Fordingbridge	Padgbury Motor Co	249 Padgbury Yamaha
26	Terry Sanders/Market Rasen	Dave Bexson Racing	350 Yamaha
27	Mark Whiting/Ashford	Dodds Removals	250 Yamaha
28	Ian Taylor/Barnsley		250 Yamaha
29	John Brooks/Derby		250 Yamaha
30	Graham Holland/Pamber Heath		250 Yamaha

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

Lap Records:
 Kevin Mitchell (250 Yamaha) 48.4s 89.52mph 17.9.89
 Rob Orme (250 Yamaha) 48.4s 89.52mph 17.9.89

RESULTS

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



RACE 4 EVENT 7 12 LAPS

No.	Rider/Home Town	Entrant	Machine
Row 1			
4	Bob Dalton/Ockley	Haslemere Motorcycles/Wheelsport	500 Tigcraft
15	John Laker/Pulborough	Alan Sargent	600 Yamaha
17	Steve Ruth/Sible Hedingham		500 Harris
20	John Dieterman/Preston		249 Suzuki
21	Dave Harnett/Luton	Luton Insulation Services	500 Tigcraft
23	Steve Lanyman/High Wycombe	D. Chittenden (Hejira)	600 Hejira
3	Vernon Glashier/Bishop's Stortford		498 Rutter Matchless
Row 2			
5	Michael Smith/Harlow	K P Despatch	595 Harris Rotax
8	Asa Moyce/London	Harris Performance Products	600 Harris Rotax
35	Richard Cutts/Sible Hedingham		496 Seeley
10	Gary Rowe/Telford		491 Honda
14	Dave 'Dad' Habel/Aylesbury		600 Rotax
Row 3			
26	Dave Woolsey/Colchester	Merv Hackett	500 Seeley
29	Tim Vernall/Ledbury		500 Honda
11	Paul Harrison/Leicester		600 Spondon Rotax
32	Andrew Davis/Ledbury		500 Honda
24	Martin Roper/Tibberton		499 Honda
27	David Pither/Moreton-in-Marsh	Dennis Trollope	680 Yoshi Yamaha
30	Steve Tannock/Bradford		500 Honda
Row 4			
18	Kevin Mallin/Halesowen		497 Honda
31	Chris Cross/Enfield		500 Tigcraft
33	Alan Roberts/Stanford-Le-Hope		200 Tomic
22	Allan Warner/Cheltenham	Neal Fraser, Gloucester	500 Kawasaki
7	Bruce Stevenson/Tonbridge		250 Rotax
12	Lee Cutler/Welling		250 Hickmott Suzuki
Row 5			
9	Dave Gilbert/Esher	Signs by Design	246 Design Yamaha
19	Simon Robinson/London		500 Honda
25	Stephen Wood/Epping	Pat Wood Number Plates	500 Honda
36	Brett Randall/Chigwell		600 Tigcraft
37	Gary Cotterell/Denver		500 Rotax
38	Chris Hopes/Henley		250 Yamaha

Lap Record
Bob Dalton (500 Tigcraft)..... 1m 04.4s 67.28mph 13.4.90

RESULTS

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

1990 SOUND OF SINGLES CHAMPIONSHIP POSITIONS AFTER THREE ROUNDS

1 Dave Harnett	24	10 Michael Smith	10
2 Steve Ruth	21	Gary Rowe	10
John Laker	21	12 David Woolsey	5
4 Bob Dalton	18	Dave Habel	5
5 Steve Lanyman	17	14 Dennis Batchelor	4
6 John Dieterman	16	15 Mike Dowkes	3
7 Asa Moyce	15	16 Robert Price	2
8 Richard Cutts	13	17 Simon Clowes	1
9 Vernon Glashier	12	17 Tim Vernall	1

RACE 5 EVENT 6 18 LAPS

THE TT FORMULA 1 SUPERBIKE RACE

Grid positions will be determined by Timed Practice

No.	Rider/Home Town	Entrant	Machine
2	Charlie Corner/Malton	Corner Engineering	888 Ducati
3	Dave Redgate/Walderslade	Capp Walker	749 Yamaha
4	David Pickworth/London	Follett Bimota	749 Bimota
5	Tim Bourne/Ashford	Bromley Haulage/Groundwork Southeast/ Southdown Plant	750 Yamaha
6	Tim Wild/Keighley		888 Ducati
7	Steve Coker/South Godstone	SNS Advertising	500 Suzuki
8	Mike Hose/Wallasey	R G Bryan	RGB Weslake
9	Gary Weston/Ashford	Cat Motorcycles	600 Yamaha
10	Richard Defago/Oxted		750 Honda
11	Mike Lyon/Bingley		750 Honda
12	Tom Knight/Teynham	The Bike Shop	750 Ducati
14	John Mossey/Royston	Martin Jones	500 Suzuki
15	John Burgess/Thornton Heath	Team Green — David Brown	500 Suzuki
16	Steve Kibble/Wickford	Steve China	500 Suzuki
17	Andy Smith/Crawley		600 Kawasaki
18	Phil Borley/Southend-on-Sea	Julian Soper Motorcycles	600 St Neots Yamaha
19	Nigel Nottingham/Nantwich	Wylie & Holland M/Cs/Mistral Heating Boilers	750 Yamaha
20	David Crampton/Leeds	Tillston Motorcycles	750 Tillston Honda
21	Geoff Baldock/Louth	A&J Transport	748 Suzuki
22	Brian Nicholson/London	G W Racing Photography	750 Honda
23	Mark Ward/Southwell	Mike Ward	888 Ducati
24	Bob Clarke/Wymondham		950 Moto Guzzi
25	Graeme Ritchie/London	Spares GB	780 GR Ducati
26	David Woolsey/Colchester	Merv Hackett	888 Ducati
27	Paul Lewis/Macclesfield	Sports Motorcycles	888 Ducati
29	Roy Armstrong/Bury		888 Ducati
30	Greg Birkett/Waddington	J Blomley	950 Moto Guzzi
31	Stuart Raybould/Brierley Hill		750 Ducati
32	Andrew Davis/Ledbury		750 Suzuki
33	Simon Bastow/Batley		750 Suzuki
34	Trevor Stafford/Ashford		748 Honda
35	Simon Watson		750 Yamaha
39	Mark Linscott/Nottingham	Lenham Builders	750 Lenham Yamaha
40	Mark Farmer/Crawley		750 Kawasaki
41	Andrew Ward/Selby		750 Suzuki
42	Simon Watson/Saffron Walden		750 Yamaha

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

Lap Records:
Terry Rymer (750 Yamaha)..... 47.6s 91.03mph 15.10.89
Steve Spray (500 Norton) 47.6s 91.03mph 15.10.89

RESULTS

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

THE 251-1300 OPEN RACE

Grid positions will be determined by Timed Practice

RACE 6 EVENT 1B 12 LAPS

No.	Rider/Home Town	Entrant	Machine
1	Dom Connor/Hackbridge		1100 Suzuki
2	Jim Bunton/Edenbridge		1000 Yamaha
3	Nick Sergent/Sidcup		350 Armstrong
4	Greg Gibson/Ashtead		1100 Suzuki
5	Clive Bolt-Lawrence/Winchester		350 Yamaha
6	Stephen Swanborough/Basingstoke		350 Yamaha
7	Gareth Edlar/Sidcup		350 Yamaha
8	Jason Sear/Waltham Abbey		600 Honda
9	Rodney Ganderton/Guildford	Paul Bird	600 Honda
10	Alan Lee/Brentwood		350 Yamaha
11	Cormac Ronan/London		350 Yamaha
12	Peter Hooker/Lychpit		750 Kawasaki
14	Keith Mills/Whitstable		350 Yamaha
15	David Nutter/Colchester		750 Suzuki
16	Chris Perrin/Carshalton	Fenmoor Racing	1127 Suzuki
17	Roger Milne/Boroughbridge	Veco Automotive	1000 Yamaha
18	Mark Raggett/Ashford		600 Yamaha
19	James Parish/Oxshott		350 Saxon
20	Paul Willis/Aldborough		1100 Suzuki
21	Geoff Baldock/Louth	A & J Transport	1002 Yamaha
25	John Burgess/Croydon		500 Suzuki
36	Brett Randall/Chigwell		600 Tigcraft
37	Tom Cuddy/London		1127 Suzuki
38	Michael Nicholson/Dorking		750 Suzuki
39	Jeremy Curtis/St Neots		750 Honda

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

Lap Record:
Jon Higgins 50.5s 85.80mph 16.7.88

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

THE OPEN SIDECAR RACE

Grid positions will be determined by Timed Practice

RACE 7 EVENT 8 12 LAPS

No.	Rider/Passenger/Home Town	Entrant	Machine
2	Stuart Hall/Lee Eastell/Hingham		700 Yamaha
3	Roger Body/Andy Peach/Meopham	Hall Aggregates South East	700 LCR
4	Brian Reeves/Dave Fordham/Biddenden		700 Windle Yamaha
5	George Hardwick Doug Jewell/Weston-super-Mare		500 Windle Krauser
6	John Cable/Chris Plant/Meopham	London Town Despatch	500 Windle Yamaha
7	Andy Westhead/Bernard Thear/Blyton		700 Windle Yamaha
8	Gary Golder/Karl Firmin/Swanscombe	Roy Simmons Engineering	700 Simm-Celt
9	Alan Richardson/Mark Richardson/Hailsham		700 Yamaha
10	Bryan Aslett/David Vaughan/Weybridge	Capitol Motorcycles	1260 Asco Derbyshire
11	Derek Brindley/Nick Roche/Bawtry	Padgetts Batley	500 Padgett Yamaha
12	Ian Ashley/Tony Darby/Gayton		500 LCR Krauser
14	Geoff Thomas/TBA/Shrewsbury		1100 Suzuki
15	Stephen Featherstone/Jeremy Snowdon/York		1100 Suzuki

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

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

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

RACE 8 EVENT 5 12 LAPS

THE BATTLE OF THE TWINS

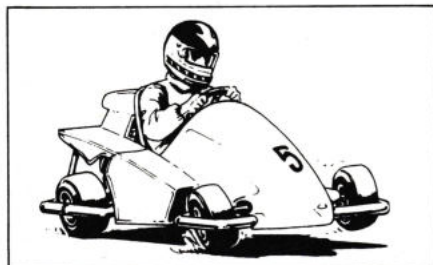
No.	Rider/Home Town	Entrant	Machine
<i>Row 1</i>			
27	Paul Lewis/Macclesfield	Sports Motorcycles	888 Ducati
12	Tom Knight/Teynham	The Bike Shop	750 Ducati
8	Mike Hose/Wallasey	R G Bryan	RGB Weslake
29	Roy Armstrong/Bury		888 Ducati
23	Mark Ward/Southwell	Mike Ward	888 Ducati
21	Brent Gladwin/Sheffield	Ron Haslam Racing	
30	Greg Birkett/Waddington	J. Blomley	950 Moto Guzzi
<i>Row 2</i>			
5	Colin Carey/Reading		750 Ducati
15	John Laker/Pulborough	Alan Sargent	750 Atlas Ducati
2	Charlie Corner/Malton	Corner Engineering	888 Ducati
17	Tony Rutter/Brierley Hill	Geoff Turner — Motorcycle Mart	748 Ducati
6	Tim Wild/Keighley		888 Ducati
3	Vernon Glashier/Bishop's Stortford		920 JVB Hossack
<i>Row 3</i>			
11	Mike Lyon/Bingley		750 Ducati
16	Glyn Robinson/Huddersfield		926 Gleve Ducati
20	Geoff Baines/Long Buckby	Baines Racing	1000 Ducati
26	David Woolsey/Colchester	Merv Hackett	888 Ducati
32	Alan Bennallick/Camelford		750 Triumph
7	David Railton/Huntingdon		884 Ducati
35	Richard Cutts/Sible Hedingham		820 Norton
<i>Row 4</i>			
25	Graeme Ritchie/Streatham	Spares GB	780 GR Ducati
18	Martin Smith/Spalding		850 RGB Triumph
4	Simon Roberts/Ruddington		750 Ducati
31	Stuart Raybould/Brierley Hill		750 Ducati
9	Alan Graves/Stevenage		1000 Yamaha
14	Roger Wilkerson/Bassingbourn		883 Ducati
<i>Row 5</i>			
28	Tony Martin/Norwich		750 Triumph Bandit
19	John Wright/Peterborough		750 Saxon
22	Nigel Verity/London	Wise Biker	860 Ducati
24	Bob Clarke/Wymondham		950 Moto Guzzi
10	Gloria Clark/Carshalton	Abacus Accountancy	750 Harris Ducati

Lap Record:
To be established

RESULTS

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

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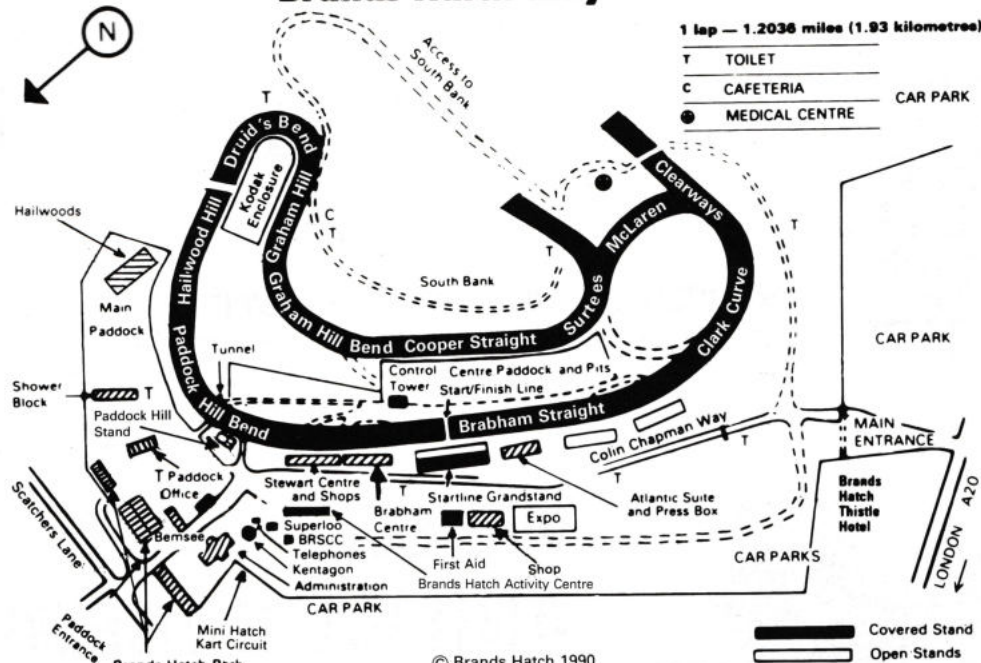
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BRANDS HATCH use HONDA-powered karts, run on MOBIL unleaded fuel.

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INDY CIRCUIT MOTORCYCLE RECORDS:

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

Lap Speed Table

Brands Hatch Speed Table
1 Lap = 1.2036 Miles

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

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
35.0	123.80	38.4	112.84	41.8	103.66	45.2	95.86	48.6	89.16	52.0	83.33	55.4	78.21	58.8	73.69	62.2	69.77
35.1	123.45	38.5	112.54	41.9	103.41	45.3	95.65	48.7	88.97	52.1	83.17	55.5	78.07	58.9	73.56	62.3	69.66
35.2	123.10	38.6	112.25	42.0	103.17	45.4	95.44	48.8	88.79	52.2	83.01	55.6	77.93	59.0	73.44	62.4	69.55
35.3	122.75	38.7	111.96	42.1	102.92	45.5	95.23	48.9	88.61	52.3	82.85	55.7	77.79	59.1	73.32	62.5	69.44
35.4	122.40	38.8	111.67	42.2	102.68	45.6	95.02	49.0	88.43	52.4	82.69	55.8	77.65	59.2	73.19	62.6	69.33
35.5	122.05	38.9	111.39	42.3	102.43	45.7	94.81	49.1	88.25	52.5	82.53	55.9	77.51	59.3	73.07	62.7	69.22
35.6	121.71	39.0	111.10	42.4	102.19	45.8	94.61	49.2	88.07	52.6	82.38	56.0	77.37	59.4	72.95	62.8	69.11
35.7	121.37	39.1	110.82	42.5	101.95	45.9	94.40	49.3	87.89	52.7	82.22	56.1	77.24	59.5	72.82	62.9	69.00
35.8	121.03	39.2	110.53	42.6	101.71	46.0	94.19	49.4	87.71	52.8	82.06	56.2	77.10	59.6	72.70	63.0	68.89
35.9	120.70	39.3	110.25	42.7	101.47	46.1	93.99	49.5	87.53	52.9	81.91	56.3	76.96	59.7	72.58	63.1	68.78
36.0	120.36	39.4	109.97	42.8	101.24	46.2	93.79	49.6	87.36	53.0	81.75	56.4	76.83	59.8	72.46	63.2	68.66
36.1	120.03	39.5	109.70	42.9	101.00	46.3	93.58	49.7	87.18	53.1	81.60	56.5	76.69	59.9	72.34	63.3	68.55
36.2	119.70	39.6	109.42	43.0	100.77	46.4	93.38	49.8	87.01	53.2	81.45	56.6	76.55	60.0	72.22	63.4	68.44
36.3	119.37	39.7	109.14	43.1	100.53	46.5	93.18	49.9	86.83	53.3	81.29	56.7	76.42	60.1	72.10	63.5	68.34
36.4	119.04	39.8	108.86	43.2	100.30	46.6	92.98	50.0	86.66	53.4	81.14	56.8	76.28	60.2	71.98	63.6	68.24
36.5	118.71	39.9	108.58	43.3	100.07	46.7	92.78	50.1	86.49	53.5	80.99	56.9	76.15	60.3	71.86	63.7	68.13
36.6	118.37	40.0	108.32	43.4	99.84	46.8	92.58	50.2	86.31	53.6	80.84	57.0	76.02	60.4	71.74	63.8	68.02
36.7	118.06	40.1	108.05	43.5	99.61	46.9	92.39	50.3	86.14	53.7	80.69	57.1	75.88	60.5	71.62	63.9	67.91
36.8	117.74	40.2	107.79	43.6	99.38	47.0	92.19	50.4	85.97	53.8	80.54	57.2	75.75	60.6	71.50	64.0	67.81
36.9	117.42	40.3	107.52	43.7	99.15	47.1	91.99	50.5	85.80	53.9	80.39	57.3	75.62	60.7	71.38	64.1	67.70
37.0	117.11	40.4	107.25	43.8	98.93	47.2	91.80	50.6	85.63	54.0	80.24	57.4	75.49	60.8	71.27	64.2	67.60
37.1	116.80	40.5	106.99	43.9	98.70	47.3	91.61	50.7	85.46	54.1	80.09	57.5	75.36	60.9	71.15	64.3	67.50
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	75.23	61.0	71.03	64.4	67.40
37.3	116.17	40.7	106.46	44.1	98.25	47.5	91.22	50.9	85.13	54.3	79.80	57.7	75.09	61.1	70.92	64.5	67.30
37.4	115.85	40.8	106.20	44.2	98.03	47.6	91.03	51.0	84.96	54.4	79.65	57.8	74.96	61.2	70.80	64.6	67.20
37.5	115.55	40.9	105.94	44.3	97.81	47.7	90.84	51.1	84.79	54.5	79.50	57.9	74.84	61.3	70.68	64.7	67.10
37.6	115.24	41.0	105.68	44.4	97.59	47.8	90.65	51.2	84.63	54.6	79.36	58.0	74.71	61.4	70.57	64.8	67.00
37.7	114.93	41.1	105.42	44.5	97.37	47.9	90.46	51.3	84.46	54.7	79.21	58.1	74.58	61.5	70.45	64.9	66.90
37.8	114.66	41.2	105.17	44.6	97.15	48.0	90.27	51.4	84.30	54.8	79.07	58.2	74.45	61.6	70.34	65.0	66.80
37.9	114.33	41.3	104.91	44.7	96.93	48.1	90.08	51.5	84.14	54.9	78.92	58.3	74.32	61.7	70.23	65.1	66.70
38.0	114.03	41.4	104.66	44.8	96.72	48.2	89.90	51.6	83.97	55.0	78.78	58.4	74.19	61.8	70.11	65.2	66.60
38.1	113.73	41.5	104.41	44.9	96.50	48.3	89.71	51.7	83.81	55.1	78.64	58.5	74.07	61.9	70.00	65.3	66.50
38.2	113.43	41.6	104.16	45.0	96.29	48.4	89.52	51.8	83.65	55.2	78.50	58.6	73.94	62.0	69.89	65.4	66.40
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				

OFFICIALS AND ACKNOWLEDGEMENTS

Steward Appointed by the ACU:
K. Piles

Appointed by the SECACU:
A. Povey

Appointed by BMCRC:
G. Cobbald
C. Hodgins

Clerk of the Course:
E. Bellars

Deputy Clerk of the Course:
D. Seal

Safety Officer:
R. Higgs

Chief Marshal:
N. Frederick

Chief Scrutineer:
T. McGrane

Judge:
Mrs. Sylvia Ringrow

Starter:
M. Lane

Timekeeper in Charge:
N. Hooper

Assistant Timekeepers:
L. Nunn
R. Smith

B. Underwood
P. Saunders

P. Coveney
Lap Scorers:
Mrs. Linda Smith

Mrs. Margaret Mellish
M. Griffiths

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St John Ambulance Brigade

Doctors:
Dr P. Richards CMO

Dr R. Dunn
Dr M. Harrison

Paramedics:
R. French
J. Fish

Medical Car:
Toyota GB

Travelling Marshals:
P. Bartlett
N. Boyd

Marshals' Leathers:
Courtesy of M. W. Leathers

Marshals:
Members of BMCRC and other
affiliated ACU Clubs

Recovery Vehicles:
A. Hickmott
Park Road Garage Doors

A. Coker & Sons

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Terry Mount

Brands Hatch Circuit
Fawkham, Dartford, Kent

Assistant Secretary of the
Meeting:
Miss Sarah Taylor

Commentator:
Fred Clarke

Media Centre:
R. Barrett (Manager)
C. Mann

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.

FLAG SIGNALS

Red: Immediate stop by all riders. Only used by the Clerk of the Course or his deputy and displayed only at the start/finish line.

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

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

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

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

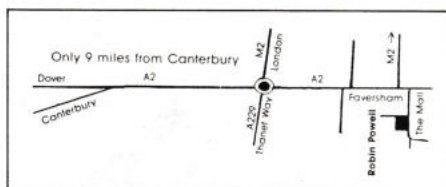
Yellow with red stripes: Oil flag. Displayed when oil has been dropped on the circuit in that section, displayed until the hazard has been dealt with, also denotes slippery surface ahead.

White: Ambulance or course car on circuit.

Yellow with black cross: Denotes start of last lap.

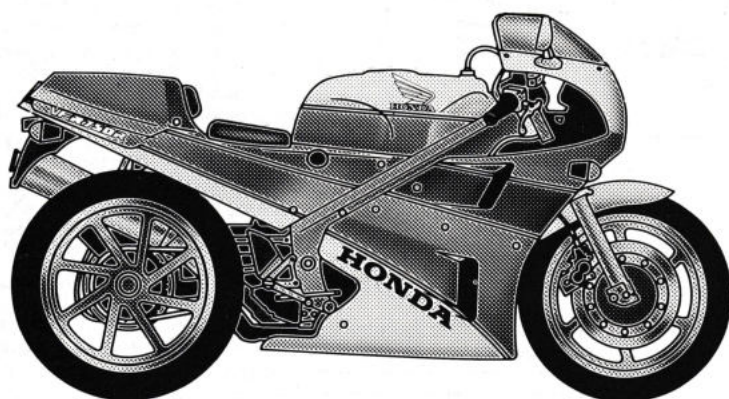
Black/white chequered: Denotes finish of race, usually waved at the winner and held motionless until every other rider has passed.

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

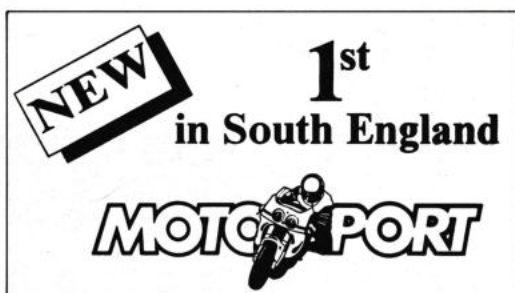


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