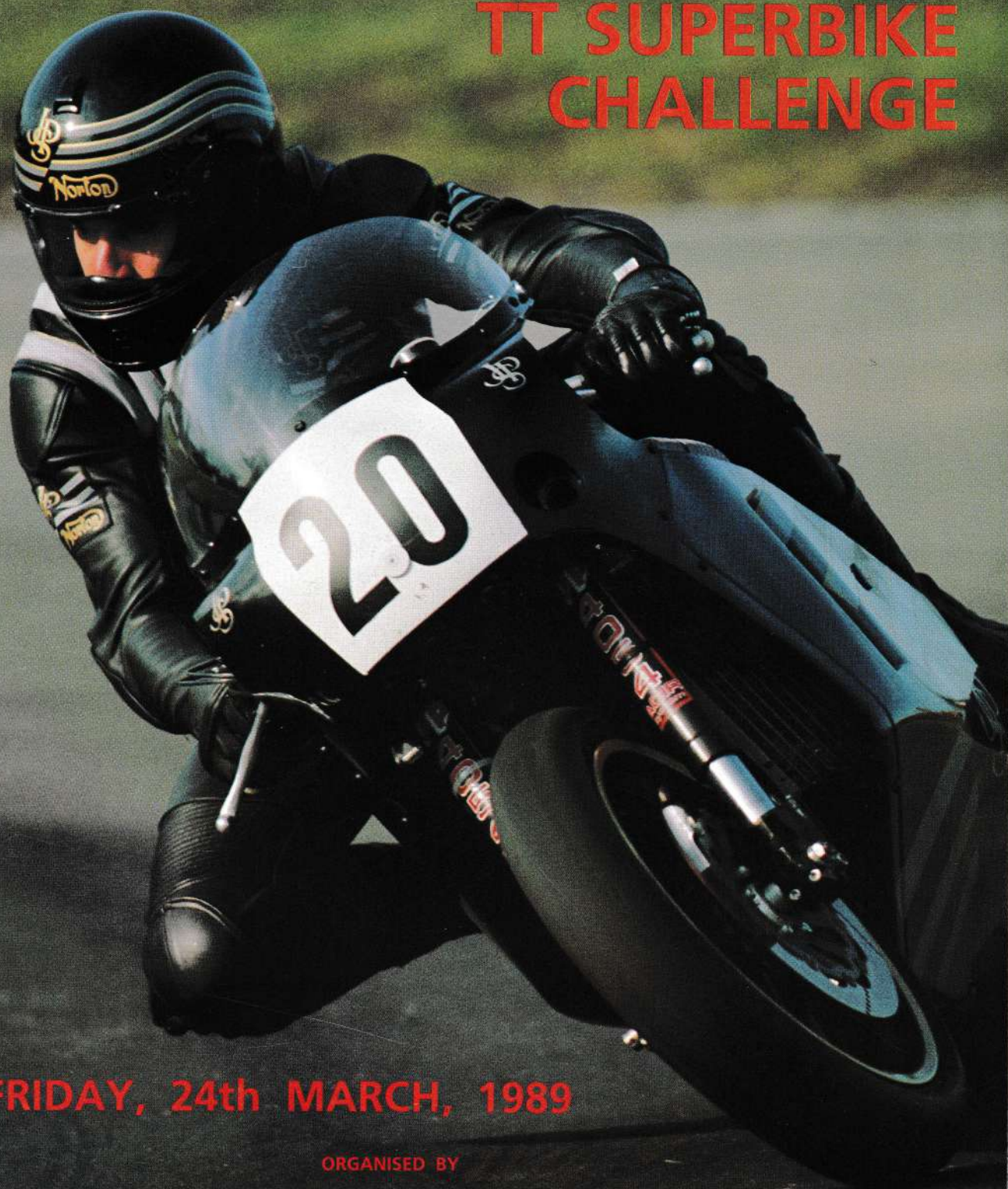


EUROLANTIC

TT SUPERBIKE
CHALLENGE



GOOD FRIDAY, 24th MARCH, 1989

ORGANISED BY



BRANDS HATCH



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PROGRAMME
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Mark Phillips
Team Loctite Yamaha



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TIMETABLE

Practice

09.15-09.35	125
09.40-10.00	250
10.05-10.35	Eurolantic Teams – timed
10.40-11.00	Formula II S/Car
11.05-11.25	S/Sport 600
11.30-11.50	750
11.55-12.20	Eurolantic Teams – timed
12.20-12.40	Open S/Car
13.30	Present race teams' on low loader

Racing

14.00	10 laps	Race 1 (Event 3)	Heat 1 – 250 Race
14.15	10 laps	Race 2 (Event 3)	Heat 2 – 250 Race
14.30	16 laps	Race 3 (Event 1)	Round 1 – 1989 Eurolantic TT Superbike Challenge
15.00	12 laps	Race 4 (Event 7)	The Open Sidecar Race
15.15	12 laps	Race 5 (Event 5)	The 750 Race
15.30	16 laps	Race 6 (Event 1)	Round 2 – 1989 Eurolantic TT Superbike Challenge
16.00	10 laps	Race 7 (Event 2)	The 125 Race
16.15	12 laps	Race 8 (Event 3)	The 250 Race
16.30	16 laps	Race 9 (Event 1)	Round 3 – 1989 Eurolantic TT Superbike Challenge
17.00	10 laps	Race 10 (Event 6)	The Formula II Sidecar Race
17.15	10 laps	Race 11 (Event 4)	The Supersport 600 Race

To be held under the General Competition Rules 10th Edition, of the Auto-Cycle Union and the International Sporting code of the Federation Internationale Motorcyclists.
 ACU Permit No: 718/719
 Permanent Course No: 005
 IMN No: 07/8

FOR DETAILS OF OUR NEXT EVENT

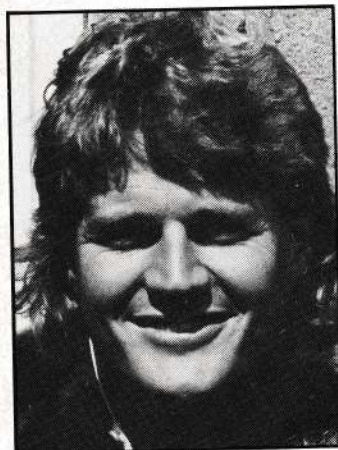


PAGE THE ORACLE

MOTOR RACING IS DANGEROUS AND PERSONS ATTENDING THE MEETING DO SO AT THEIR OWN RISK.



Merkel takes up the Challenge



'88 World Superbike Champion Fred Merkel is a superb replacement for Gary Goodfellow in the Eurolantic team.

FIERY FRED Merkel, California's reigning World Superbike champion comes into the Eurolantic team to replace the injured Gary Goodfellow and strengthen the visitors chance of grabbing overall victory.

Handsome, blond haired, Merkel from sunny Huntington Beach grabbed the imagination of the match race crowds back in 1986, when he joined forces with now Suzuki Grand Prix number one Kevin Schwantz, to put on a dominating display in the Transatlantic Challenge.

The following year he failed to agree terms with the organiser but he was back last year only to suffer machine problems that finally put him out of the third day of the contest.

Merkel returns to the Eurolantic Challenge and vouches to be up amongst the places this weekend. Photo: John Downs



"This year I'm coming back to relive the early glory and go for those number positions," declared the 26-year-old Honda works rider, who bases himself in Italy for the racing season.

Merkel agreed to give the new Eurolantic team a boost just a week before today's opening three rounds of the series at Brands which then moves on to Donington where the American will also start the defence of his Superbike crown on Monday.

"It's going to be a busy weekend but I enjoy the match race style competition any anyway it gives me the chance to race at Brands which is one of my favourite circuits," he said.

Riding under an Italian licence, Merkel had a tough battle last season to clinch the first ever World Superbike championship, ending the nine-round series just 5.5 points ahead of second placed Fabrizio Pirovano who joins him in this weekend's visiting team.

Merkel's success story started in his homeland where he was the AMA Superbike champion in 1984, '85 and '86 and the AMA Camel Pro Road Race champion in 1986. A year later he set off on the European race trial and finished eighth in the TT F1 World championship. Always loyal to Honda, the Californian this year has a full Superbike specification RC30.

Growing demand

ALTHOUGH the match races are now in their 19th year it is obvious they have lost none of their appeal for the riders whether they be British, North American or European.

It was intended initially to run two 10-men teams with three reserves for each but the demand from riders has been such that over the past few weeks the numbers have been constantly changing.

The pressures on the Challenge organiser, Robert Fearnall, has been enormous as more and more riders asked to be included. Just trying to balance the teams became a

daily headache as Fearnall did his best to accommodate the competitive men.

At one time the teams rose to 16 rider each, plus three reserves, but this has now been reduced to 15 riders plus three. The reserves will only go out if a full team-member is unable to carry on.

Fearnall said: "The demand for rides in both teams was incredible and unfortunately it has not been possible to include everyone who wanted to turn out in what they still regard as one of the most prestigious meetings of the year."

McElnea's life saver

AN UNEXPECTED lifeline handed out by Padgett's of Batley gave former Grand Prix rider Rob McElnea an 11th hour opportunity to join the British Match Race team.

Resigned to a lengthy spell on the sidelines when racing plans drawn up during the winter months fell through, 'Rob Mac' could not believe his good fortune when the enthusiastic Yorkshire sponsor came up with the offer of a Honda RC30.

"Peter Padgett asked if I would like to try the bike and said that if I got on with it I could ride, not just in the Eurolantic, but at other major meetings during the year," he said. "They have certainly saved the day for me and I shall do all in my power to be competitive."

The 29-year-old Humber-sider from Scotterthorpe near Scunthorpe admits that he was really 'down in the dumps' when he was dropped by the Pepsi Suzuki team at the end of last season.

The year before that a contract with the Marlboro Yamaha team ended after two seasons although he had given them fifth place in the 1986 500cc World Championship.

He started GP racing with Suzuki in 1984, the year he clinched an Isle of Man TT victory double, but he was dropped by them after taking ninth place in the 1987 World Championship.

"I must admit I did feel bitter at being left out in the cold this year," said McElnea.



ROB McELNEA back in Suzuki days. Photo: Gerry Stream

"But I am looking forward to having a good year racing in the Superbike class and I certainly hope that it is one that brings enjoyment back into the sport for me."

A scheduled first test session on the Padgett machine at Donington Park last week was called off as heavy driving rain swept across the circuit and the only time prior to today's event that McElnea has been astride the Honda was at Cadwell Park earlier this week.

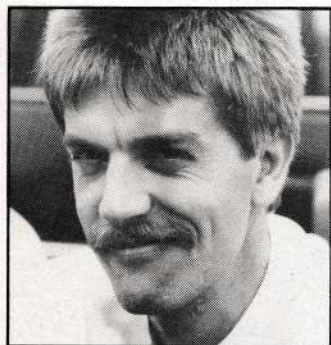
ON AIR



Your commentator today is Fred Clarke, assisted by Alan Robinson.

Yamaha for Swede Anders

AFTER EIGHT years as a Suzuki rider, Sweden's leading road racer Anders Andersson has switch to the rival Yamaha camp.



"I feel that the new Yamaha OWO1 will be more competitive than the Suzuki and a match for the Honda RC30," he explained. "I want to be at least in the top five at the end of the Superbike championship, so I had to consider the options very carefully before making the move."

Andersson is a perfectionist and spends many hours in his well-appointed workshop on his machines. "I have learnt a lot about machine preparation over the years and appreciate the necessity of

having good tools and equipment," he said.

He also does a lot of test work on the track for the Swedish Ohlins company and has been involved with the development of their "upside-down" forks which are used by the Yamaha factory for Grand Prix machines as well as Anders' OWO1.

He came to international prominence in 1985 when he took the lead in the World Endurance Championship after a convincing victory in the Austrian round with co-rider Per Jansson. Last season, Andersson considers was one of his most disappointing. "I was plagued by carburation problems for much of the year. I hope the trouble does not follow me to Yamaha," he smiled.

This year Andersson will have three 750cc four-stroke machines complete with special race kits from the factory in Japan. All have Ohlins suspension and brakes from the Swedish ISR factory that have new style six piston calipers.

His mechanic is now George Mansell, who was formerly with the Loctite Yamaha team.

Points make prizes

THE front runners in this year's Eurolantic Challenge will not just be battling it out for prestigious team points but also for the largest slice of the prize fund that tops the £63,000 mark.

A healthy £6000 cheque will be handed over to the overall individual winner at the end of the nine round contest while the second best will receive £5000 and the third home £4750.

Every rider who takes part is guaranteed some financial reward and even the reserves are assured of some cash providing they get in to at least one race.

The money payout after the first three places is: fourth £4500; fifth £4250; sixth £4000; seventh £3750; eighth £3500; ninth £3250; tenth £3000; 11th £2750; 12th £2500; 13th £2250 14th £2000; 15th £1750; 16th £1500; 17th; £1250; 18th £1000; 19th £750; 20th down to 30th, £500 each.

Reserves who start a minimum of three of the nine races get £500, for a minimum of two starts £300 and for at least one start £150.

Points are scored on the basis of 30 to the winner down to one for the 30th, and last, man home.



Goodfellow out

CANADIAN Gary Goodfellow who was set to underline the "Lantic" in the Eurolantic Challenge was forced out of the event after crashing heavily during the Daytona 200 two weeks ago.

The Yoshimura Suzuki rider, who has suffered several injury set-backs during his career, fractured an arm in two places, broke seven ribs and cracked an ankle when he came down heavily as he struck an oil patch while holding second place at the Florida speedbowl.

The New Zealand born rider made his first appear-

ance in the then Transatlantic Challenge two years ago and took the series by storm with the third best overall performance.

Last year Dame Fortune turned her back on the Canadian-based rider and he ended the Easter weekend on the sidelines after breaking two toes in a second day clash at Donington Park. And all that after he had fought back to full fitness in time for the Challenge after receiving serious injuries when he was brought off in a start-line mêlée during a meeting in the States.



Top Canadian in last gasp 'Lantic boost

CANADIAN Superbike Champion Tommy Douglas joins the visiting team after sorting out a last minute machine deal for the event.

The 25-year-old, former music college student, was among the original named team, but then withdrew when Yamaha Canada told him it was impossible to get machines ready and shipped to Europe in time.

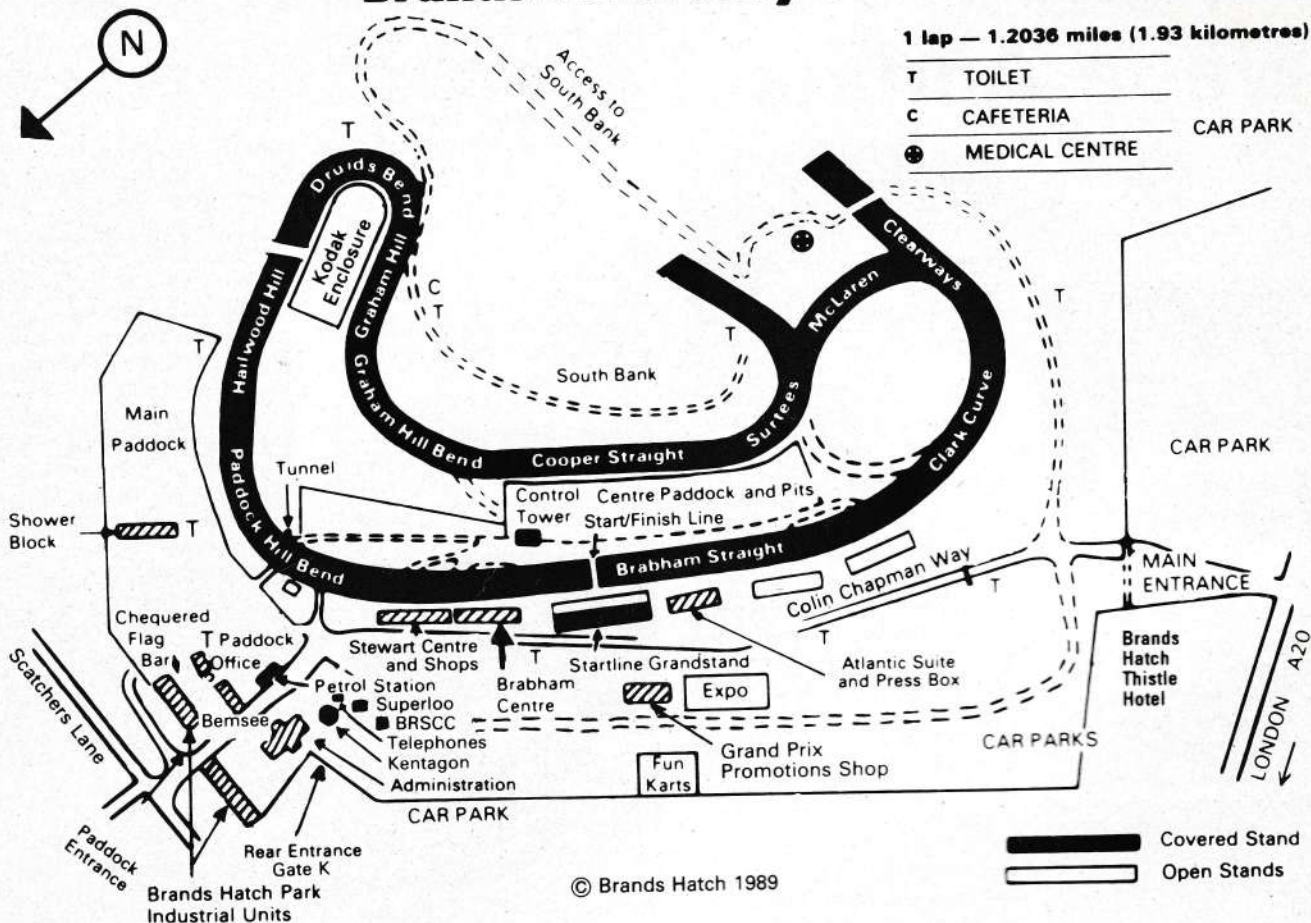
"Now I have been able to get a Honda from a French-based team just in time to honour my place in the Eurolantic line-up," said Douglas who will be racing a 750cc RC30 for the first time today.

The Canadian from Laval,

Quebec, is not a newcomer to the Match Races having been in the American squad for last year's four way event. "Having some knowledge of Brands is certainly going to help especially as I shall be out on a machine I know little about," he commented.

Douglas only started racing five years ago, but in just his second year he was the 750cc National Production Amateur Champion. In 1986 he was the top scoring Rookie Pro of the year and ended the following year as Canadian National Pro 750 Production and Eastern Canada Superbike Champion. He also won the Quebec Superbike Series.

Brands Hatch Indy Circuit



INDY CIRCUIT RECORDS:
Steve Webster/Tony Hewitt (700cc Padgetts LCR Yamaha)
Wayne Rainey (750 Honda) – Solo Record

48.3	89.70	21.10.87
48.7	88.97	17.4.87

Lap Speed Table

Brands Hatch Speed Table
1 Lap = 1.2036 Miles

Time	Speed	Time	Speed	Time	Speed	Time	Speed	Time	Speed	Time	Speed	Time	Speed	Time	Speed	Time	Speed
sec.s	mph	sec.s	mph	sec.s	mph	sec.s	mph	sec.s	mph	sec.s	mph	sec.s	mph	sec.s	mph	sec.s	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	62.1	69.77
35.1	123.45	38.5	112.54	41.9	103.41	45.3	95.65	48.7	88.95	52.1	83.17	55.5	78.07	58.9	73.56	62.2	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	73.42	62.3	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	73.28	62.4	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	62.5	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	62.6	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	62.7	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	62.8	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	62.9	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	63.0	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	63.1	68.67
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	63.2	68.56
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	63.3	68.45
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	63.4	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	63.5	68.24
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	63.6	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	63.7	68.02
36.7	118.04	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	63.8	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	63.9	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	64.0	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	64.1	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	64.2	67.49
37.2	116.48	40.6	106.72	44.0	98.48	47.4	91.41	50.8	85.29	54.2	79.94	57.6	75.22	61.0	71.03	64.3	67.39
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	64.4	67.28
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	64.5	67.18
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	64.6	67.07
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	64.7	66.97
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	64.8	66.87
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	64.9	66.76
37.9	114.39	41.3	104.92	44.7	96.93	48.1	90.08	51.5	84.14	54.9	78.92	58.3	74.32	61.7	70.23	65.0	66.66
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	70.10	65.1	66.56
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	65.2	66.46
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	65.3	66.35
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			65.4	66.25

FLAG SIGNALS

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

Yellow plus yellow with red stripes held crossed: These two flags shown crossed diagonally and held aloft, indicate the race has been stopped and is accompanied by a red flag (see above) at the start/finish line.

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

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

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

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

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

White: Ambulance or course car on circuit.

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.

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 willfully 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.

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POLICE ENQUIRY OFFICE
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FEATURE Captain Fantastic leads the way to Eurolantic glory

THIS WEEKEND marks a crucial stage in a career of mixed fortunes for Roger Burnett *writes John Brown*.

Certainly one of the best riders and arguably the most presentable ambassador of the sport in Europe since Barry Sheene, 28-year-old Burnett must take a lions share of the Eurolantic Challenge points here at Brands today and at Donington Park on Sunday and Monday if he is to remain among the top internationals of the sport.

Without doubt the top rider of the British circuits in 1986, when as a Honda Britain teamster he won the Senior TT in the Isle of Man, clinched the 500cc British and Motoprix championships, and came out leading scorer in the Transatlantic Challenge. However, he never quite made the same impression when he moved into the tough world of Grand Prix racing.

In fairness he didn't have the machinery to compete with the likes of Freddie Spencer and Eddie Lawson on their full factory developed machines, but nonetheless being among the finishers rather than being the winner did not help to sustain a position at the top.

He again proved his potential as top British scorer in last Easter's Eurolantic, but there followed a season when he never had the chance to concentrate fully on one of the major world series.

A contract with Honda took him to a wide variety of events, including an eleventh hour recall to the Grand Prix squad to race in the British, Swedish and Czech rounds when Japanese rider Shunji Yatsushire was sidelined by injury.

Burnett ended a mixed bag year with third place in the World Formula One championship, 11th in the World Superbike series and 18th in the 500cc World championship. Nothing to write home about on paper, but a solid all round performance.

This year Humberside-born Burnett



Honda-mounted Roger Burnett leads the pack at Brands Hatch last Easter.

Photo: Jim Greening

who hated school but left Barton-on-Humberside Grammar School at the age of 16 with six 'O' levels, is concentrating on the World Superbike series to bring him back to the top.

And that is why he must make it really big not just in the Eurolantic this weekend but also in the opening round of the world series at Donington on Monday.

Faith

Despite his trip to the backwoods, Burnett is confident that 1989 will see him well and truly back to the fore.

Certainly Honda have faith in him and he now rides the official HRC Honda UK machines.

"Honda is working hard to ensure that I have the machines to back my ambitions to succeed," he said. "I have tested them as far as I am concerned they are the best that can be offered."

"A special bike is being prepared for the Eurolantic, in addition to my Superbike machine which I hope will be ready in time for Monday. For the shorter match races I will be looking to using a special sprint engine, while the motor

for the Superbike race will have to have more durability built in to it", revealed Burnett.

Honda also aim to prune some weight off the normal factory 750cc RC30 four-stroke for the Eurolantic so that a little extra speed can be achieved over the short distances. Normally the machine weighs 165 kgs but it is hoped that it will be down to 150 kgs in time for today's opening rounds.

"I think that topping the Eurolantic scores and winning the Superbike championship are well within my reach," said the confident Burnett, who now lives in the small Lincolnshire village of Stainton-le-Vale near Binbrook.

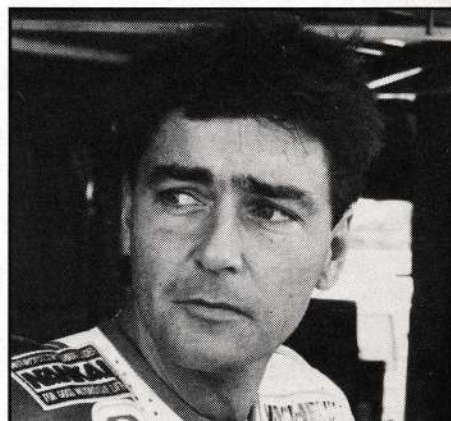
"Of course winning gives me personal satisfaction, but to spread the biking message far and wide in this country means being a British World Champion and the top man in an important series like the match races. I am certain I can do the job!"

On the job

Despite the fact that the 500cc World Championship gets underway this weekend with the Japanese round at

British team-leader Roger Burnett, looking for a good result this weekend.

Photo: Barrie T. Lynn



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Action from last season's Eurolantic Challenge as Burnett leads Terry Rymer through Clark Curve.
Photo: Perry Sports Photography

Suzuka, Burnett has managed to cast this out of his mind and concentrate firmly on the job in hand.

"Once you have raced in the Grands Prix they are a job to forget, but now I have a new goal and to me this weekend's racing is just as important as the World Championship round is to Wayne Gardner or Eddie Lawson," said Burnett.

There is no doubting that he is going to be working even harder than his counterparts in Japan. After today's battles he faces six more Eurolantic rounds and two Superbikes legs at Donington, not to mention qualifying and the responsibility of being match race captain for the first time.

"I'm certainly not complaining about being the captain, it's something I've longed for over the years," he admitted. "I honestly consider it to be an honour - when I was 12 I used to go along and watch the match races and was always impressed. To me they were, and still are, the most important series of races

to be staged in this country."

"Actually being asked to captain the team must mean that I am considered to be the best rider selected. Being the captain does not put extra pressure on me, my personal ambition does that because I do have a reputation to maintain. I am, and intend to remain the top British rider other than our Grand Prix stars Niall MacKenzie and Ron Haslam.

Norton

Burnett leads a powerful home line-up that includes the team riders from JPS Norton, Loctite Yamaha, Heron Suzuki and Honda UK but he sees a close battle ahead.

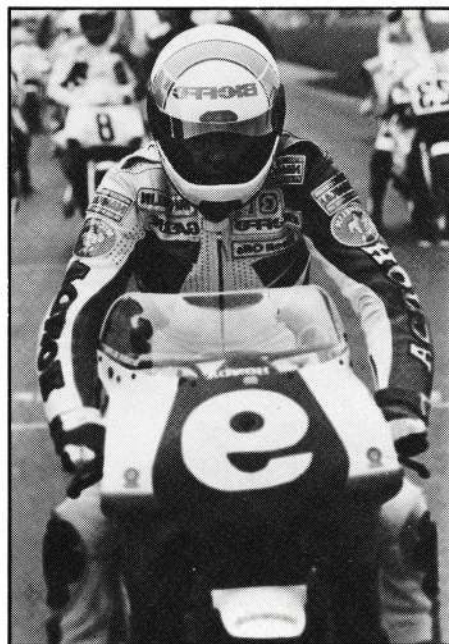
"Just the same I think we will be the victors," said Burnett.

"The Eurolantic Challenge is a team event, but the way the prize money is structured this year means it is an individual event as well. I want to be the top points scorer again but also ensure my team wins. I think that at Brands it will

be a question of every may for himself followed by a discussion on tactics to formulate a policy of packing positions during the final two days."

Burnett, who adds that he is "on the warpath" as he goes for glory this year, claims that his is going to change his style and be more spectacular. "Instead of just winning the race I am going to put on more entertainment," he declared.

"I intend to be a champion and use that status to show everyone that motor cycling is clean, healthy fun. Only a British World Champion could put that image forward, and that is what I want to do."



Roger Burnett — waiting for the off . . .

Photo: Barrie T. Lynn

Flying the flag for Britain this weekend, Roger Burnett considers it a privilege to captain the home team.

Photo: Perry Sports Photography



The league of nations

THIS YEAR'S match race series has taken on a new concept with just one 15-man team representing "the rest" to take on a similarly numbered British squad. No less than 10 of the visitors are newcomers and it will be interesting to see how they adapt to the Eurolantic Challenge which for them is a new form of racing. *John Brown* casts his expert eye over the top quality international field.

There is no doubt the visitors are going to be in for a tough time at Brands Hatch, with the British riders all knowing their way so well round the testing 1.2 mile Indy Circuit.

The new boys will certainly have to rely on the skills of those who have been before to go for the major scores, while they provide the back up of strong midfield riding with perhaps the odd breakthrough to get among the leaders.

Swedish rider Anders Andersson, who likes all forms of motor cycle riding, finds himself in the hot seat of captaincy for a second time. Last year he lead a European team in a four-way contest and his forceful riding brought the underdogs well into the reckoning. "This year I have a much bigger job but I feel I gained a lot of valuable experience last year," said the Yamaha works rider, who brings one of the latest OW01 machines to the line.

Confident

His factory team-mate from Finland Jari Suhonen, is also back for a second time and feels confident he can now do far better. Certainly whatever the weather there should be no problems in that quarter for the Finn, who started his career in moto cross in 1972 and then switched to ice racing where he gained his first major victory two years later.

Since then the rider of many parts has been Finnish Ice Race champion four times and his country's Superbike champion five times.

West German Peter Rubatto has been here before and knows what to expect once the contest gets underway and this time has the advantage of having one of the latest Italian-built, Yamaha powered Bimota YB4's.

Award

Now concentrating on the Superbike World Championship as well as the Formula One and Endurance events, Rubatto made a mark on the British scene when he got the Isle of Man TT Newcomers award after finishing fourth in the World F1 round.

Another to have seen it all before is fellow German Michael Galiniski who is entered by Mitsui Yamaha on one of the very fast FZR 750OR OW01 Superbikes. And the former Superbike champion is joined by a third German in the team, Ernst "Ernie" Gschwender, the reigning Superbike champion for the rival Suzuki team. With 12 years experience,



Italy is represented this weekend by two newcomers, Davide Tardozzi . . .

Gschwender has a factory prepared GSXR 750R Suzuki for the weekend event.

Reckoning

Two of the newcomers come from Italy and both rely on Yamaha power to get them into the reckoning. Davide Tardozzi, third in last year's inaugural World Superbike championship, has the official factory Bimota YB4 while Fabrizio Pirovano has an OW01. Pirovano who started racing in moto cross 13 years ago, was the Italian Superbike champion in 1987 and runner-up in the 250cc series and last year notched up a trio of second places in the World Superbike championship and Italian Superbike and Formula One championships.

Belgium is represented by Stephane Mertens and Johan Vaerenbergh. Grand Prix experienced in the 250cc class, Mertens switched to Superbikes last year and took a factory Bimota to fourth place in the World Series. He stays with the big class this year but now rides for Honda and makes his debut on an RC30 at Brands today.

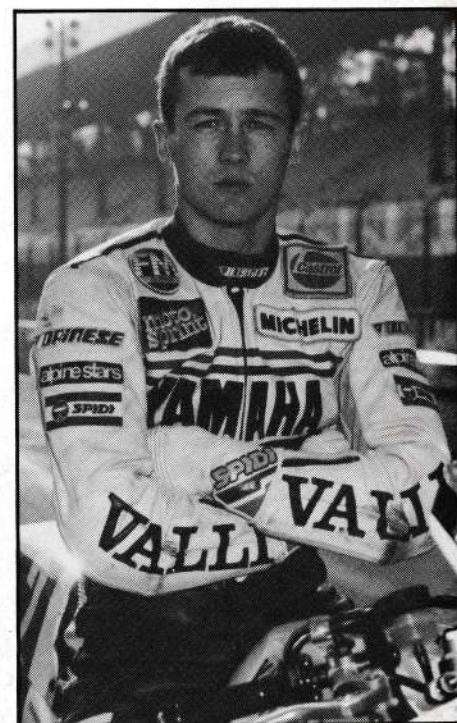
Endro

Kawasaki contracted van Vaerenbergh only started racing six years ago but has already made his mark on the endurance scene with third place in the world championship two years ago. This year he plans to combine the long distance events with an all out attack on the Superbike series that gets underway at Donington Park on Monday.

One of the most experienced and the youngest in the team comprise the two-man involvement from Sweden.

Peter Skold has been racing for 15 years and has ridden just about every class of machine from 250cc to Superbike. He has been the Swedish champion seven times and for many seasons was a Grand Prix regular. "The match races may be new to me but I have raced in so many events and at so many different venues that it does not worry

. . . and Fabrizio Pirovano on his Yamaha OW01.





Swedish ace, Anders Andersson returns to the UK to head the European challenge for a second time.

me at all," said Skold who rides an RC30 Honda with full HRC factory tuning.

Peter Granath, son of former Husqvarna works Grand Prix rider Bo Granath who is now his mechanic, has already had three years of racing as a Suzuki contracted rider — and he is only 21.

This year, at father's recommendation, he accepted an offer to change to Yamaha and makes his major debut in the team this weekend. "My father feels that the new Yamaha is the best bike available and will have the beating of the Honda and Suzuki machines," said Peter.

If you have got any problems with burst pipes or running taps, then the man to get hold of is the world's fastest

plumber from Denmark, Rene Ramussen.

The multi Danish champion got all the qualifications in plumbing before changing his mind about a career and went motor cycle racing six years ago. The current Danish F1 champion, this year has the backing of Pepsi Cola for GSX-R750RK Suzuki.

From Switzerland, the land of no race circuits, the contestants are Andreas Hofmann and, until this year a 500cc Grand Prix campaigner, Wolfgang von Muralt.

Hofmann went to Paul Ricard in the South of France for his first race 10 years ago and since then has netted a German Superbike title among his successes.

A year earlier von Muralt took the

race track for the first time in Germany and he has managed to grab a couple of national titles along the way as a privateer. Both the Swiss riders race Honda RC30's.

Finally if you fancy a good night out at a reasonable cost get to know Pedro Baptista from sunny Portugal. The 28-year-old owns the Brahms night club in his home town of Costa do Caparica and manages to spend quite a lot of time there, despite his increasing racing commitments.

Being in the trade certainly seems to be helping his career as well because the little known rider away from Portugal has landed a sponsorship deal with Pepsi Cola for season of selected F1 Superbike championships rides on a Honda.



Pictured here at Donington in 1987, West Germany's Peter Rubatto will put his previous experience to good use at Brands Hatch.

The runners and riders in last year's Eurolantic meeting take a deserved bowl!

Photo: Tim Keeton



FEATURE **Bourne to run**

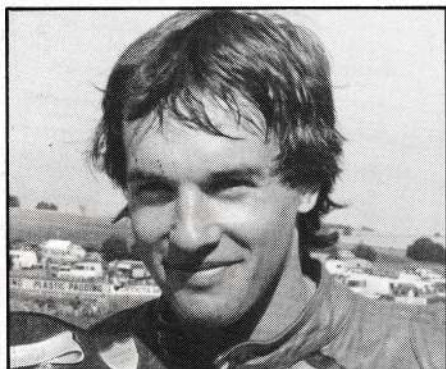
LAST SEASON Tim Bourne set his sights firmly on becoming the Duckhams Champion of Brands, not just to add another trophy to his already impressive list, but because he knew it would open the door to a new era in his career.

The magical bonus was a place in the British team for one of the season's most glamorous and prestigious events — the Eurolantic Challenge.

"I made it my number one priority because I realised it was the only way of having a chance to represent my country and race against some of the world's leading riders," said the 28-year old top privateer from Ashford, Kent.

On his 1100cc Suzuki, Bourne tackled the 17-round 1300cc class of the series with gusto claiming 10 victories and four second places. But it was not just his class win that was needed for the big prize, he had to amass more points than the winner of smaller machine class as well.

"It was a case of full concentration on the championship and putting it above everything else," said Bourne.



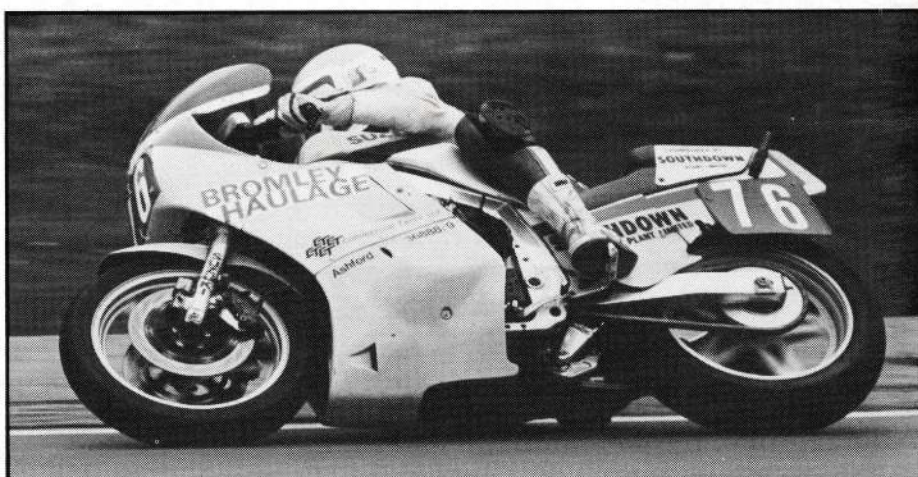
Victory in last season's Champion of Brands Series has won Tim Bourne a well-deserved place in the British team this weekend.
Photo: Kerry Dunlop

The success came at the end of his ninth year of racing, in which he also clinched the Lord of Lydden title for the third consecutive time, won the season-long Leader Board championship at the same circuit, took second place in the 1300 cc ACU/MCN Star championship to new John Player Special Norton signing Steve Spray and ended up as South East Centre champion.

Although much of his racing has been done on local circuits, Bourne has competed with success at most of the British short circuits and in 1987 bagged the important John Newbold trophy at Mallory Park.

"I like to get around as much as possible but going for championships at Brands and Lydden takes up a large part of the season," he explained.

Away from the track Tim has the rather off-beat job of selling maps for Estate Publications, a company belonging to the father of his girlfriend of the last five years Linda.



Ashford-based Tim Bourne on his way to success at Brands Hatch last season.

Photo: Perry Sports Photography

"It is something different and it suits me fine because I only work four days a week and that means plenty of time to spend on machine preparation," said Bourne.

For the coming season he switches from the trusty Suzuki to a full World Superbike specification 750cc RC Honda, the engine of which has been prepared by Tony Scott — the man behind the winning ways of MCN/EBC Brakes Superstock champion Brian Morrison.

"I obviously intend to change my race programme from now on, and after the match races, plan to go for the British Formula One and Shell Oils Supercup championships," said Bourne.

"I do, of course, wish this chance had come a little earlier in my career because now any hopes of Grand Prix racing have gone out of the door."

Just the same, Tim does hope to get in some racing abroad, and certainly looks to more success than he achieved in his one previous outing in Holland, when the Suzuki engine seized in the race after he had qualified fourth.

"I realise I have been in club racing for along time but really I have not had the

machinery to make the break," he said.

"Now that has changed and I am moving on. I feel this year will be beneficial to me because people are not going to be expecting too much from me, as they did in club racing when they thought I should be winning all the time. Also it will mean less races and more time to broaden my circuit knowledge."

Long standing sponsors, Graham Bromley Haulage and Southern Plant Hire are going along with him and he has also picked up some further backing from Groundwork South East but Tim says that much of the credit for his boost up the ladder goes to Brands Hatch boss John Webb.

"Without the incentive of the Champion of Brands contest his help to get me into the Eurolantic team I would be looking ahead to another season of club racing," he said.

"I am under no delusions of grandeur but I am now in a situation I am confident I can handle and I aim to be among the top riders on the British circuits."

John Brown

Bourne goes through his paces on his 1100cc Suzuki.





Roger Burnett leads the way for Honda.

Photo: Tim Keeton

Honda increases its support

RIDING high after a successful return to racing last season, Honda UK is supporting eight riders this year, with five of them racing for Britain in the Eurolantic Challenge writes *John Brown*.

Honda's extensive support for road racing will comprise of supplying a wide range of machines to its riders - largely production or production related, together with a spares back-up and technical assistance.

Three riders however, will get full backing, not just from Honda UK, but from the Honda Racing Corporation in Japan who are providing works bikes for a major onslaught on two World titles.

Former British champion and TT winner Roger Burnett, today's home captain, and last season's most successful home rider Brian Morrison will both have RC30's for the coming season and the match races.

Burnett from Lincolnshire and Scot Morrison, who joined the TT winners last year, will both be back in the Island in June while Morrison is also scheduled to contest the new Shell Oils Supercup which reaches its finale at Brands in September.

Reigning Superstock and Senior Stock champion Morrison is also down to get a CBR 600F from Harrow-based Honda dealers, the Bike Studio.

The third of the privileged trio is five times Formula 1 World Champion Joey

Dunlop, who will have an HRC RC30 V4 for the World TTF1 Championship and selected rounds of the Superbike series that was won last year by RC30 mounted American Fred Merkel. TT perfectionist Dunlop, with 13 wins to his credit will also be out to break the late Mike Hailwood's record 14 wins in the Isle of Man this year when he rides in six events including the re-introduced 125cc race on a RS125R.

Also with Honda UK support is reigning F1 champion Carl Fogarty who will be out to defend his title this year with an RC30 entered through Team Appleby Glade. The Blackburn rider is also TT bound and home fans will have the chance to see him in action on the mainland at some rounds of the British F1 Championship.

The fifth man in today's line-up is another promising rider from Scotland, Steve Hislop who will be concentrating on the home championships and the TT with a few chances to get into the world action thrown in for good measure.

As well as the Eurolantic, Hislop will be in action in the supporting 250cc race with a Honda UK machine he hopes will take him to the British and Supercup

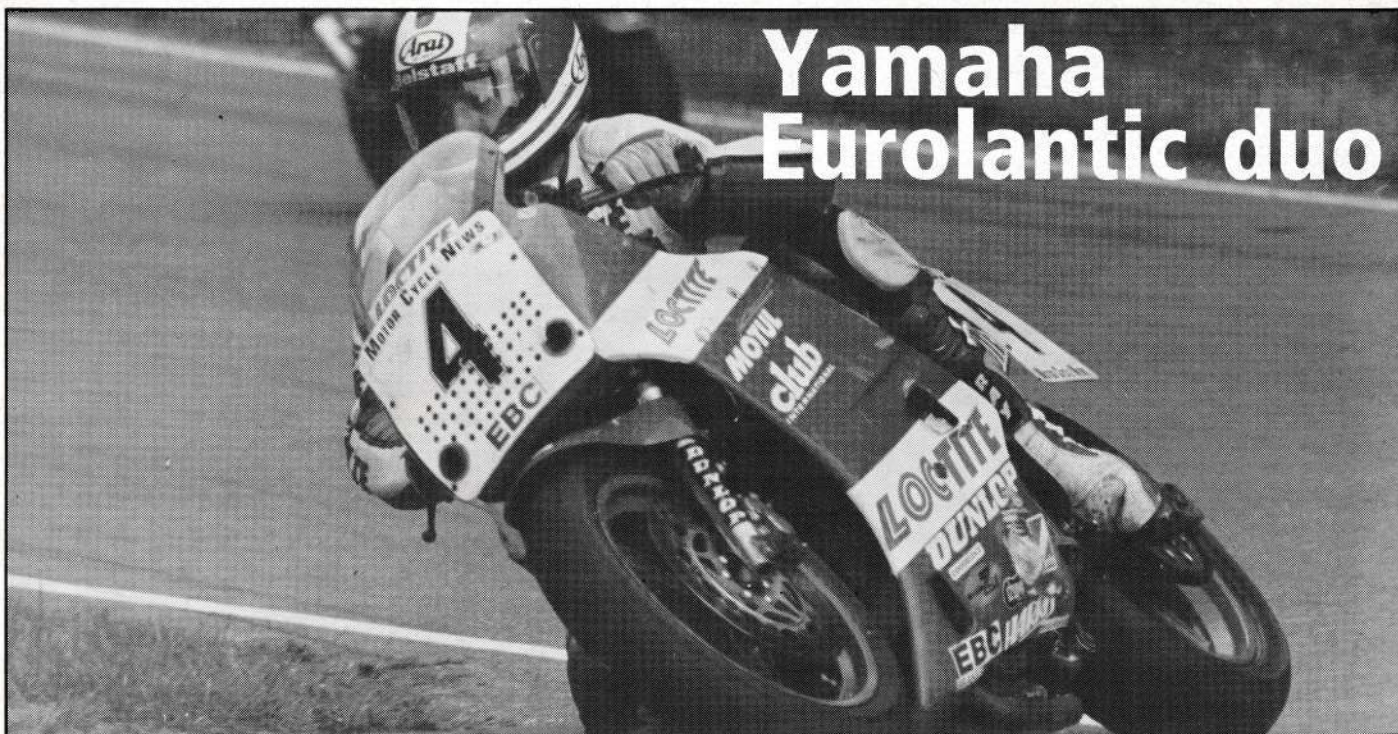
championships for the class.

Keep an eye on the other Honda UK riders in the support events including Ian Newton in the 250cc race and in the 600 Supersport event yet another Scot, Jim Moodie, and Londoner Brian Nicholson.

Yorkshireman Geoff Johnson will be relying on Honda to take him to success in this year's home championships.



Yamaha Eurolantic duo



Mark "Captain" Phillips returns to racing today for a second year in the team, having battled through the toughest winter of his life. Photo: H. Woolhouse

TEAM Loctite Yamaha is fielding a powerful six-man squad this year as it goes for top honours in World and British Championship events.

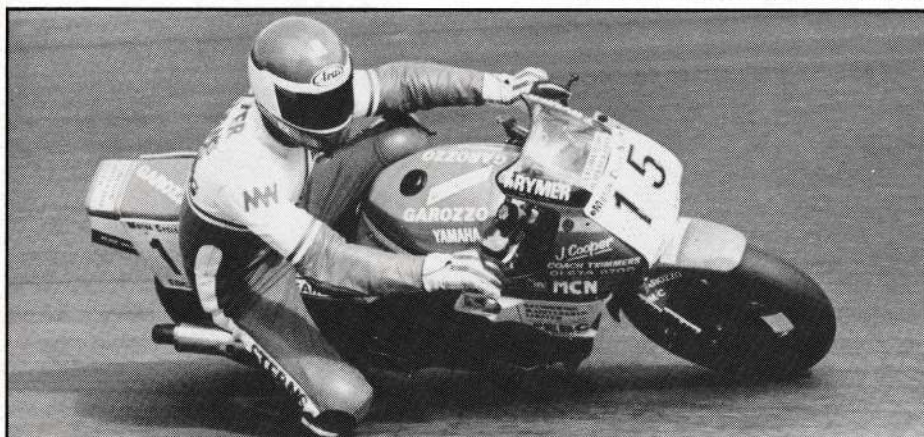
And two of their riders, Terry Rymer and Mark Phillips who will be concentrating on the World Superbike Series, have been selected for places in this weekend's Eurolantic Challenge.

Local rider, 21-year-old Rymer from Lee Green made his debut in the team after finishing tenth as a privateer in last season's Superbike championship. This included his best result of the year, third in the Portuguese round at Estoril.

His brilliant season grabbed the attention of Loctite Yamaha manager Steve Parrish, former British champion and Yamaha Grand Prix rider. "Terry is one of the most talented riders for a long time and I wanted to give him a crack in a major championship," said Parrish, "I admired the way he performed as a private rider and I am certain he will more than repay our faith in him as a works rider."

Terry Rymer has been selected for a place in the Team Loctite Yamaha after finishing 10th as a privateer in last season's Superbike Championship.

Photo: Perry Sports Photography

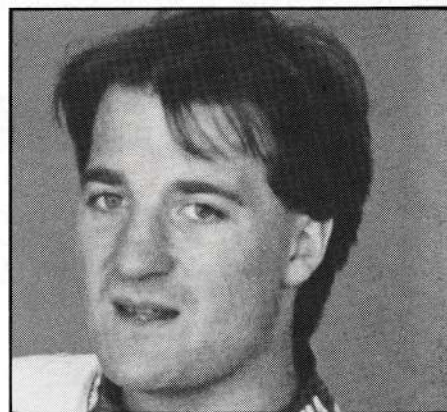


Rymer shot to the top with an unexpected win in the first round of the 1987 MCN/EBC Brakes Superstock series at Brands Hatch. "So many people said it was a fluke I was determined to prove them wrong," recalled Rymer who went on to win the second round at Mallory Park and end the championship in fourth place against a host of factory-supported riders.

Mark "Captain" Phillips returns to racing today for a second year in the team after battling through the toughest winter of his life. The 25-year-old Lincolnshire rider suffered serious injuries in a 100mph practice crash at Donington Park's Melbourne hairpin during last September's final round of the World Formula 1 Championship. He was in a coma for two weeks and suffered internal injuries as well as sustaining several broken bones and a fractured pelvis.

"There was one thought that kept going as I lay in hospital and battled for recovery at home and that was to get

back on a bike and race for Loctite Yamaha again," said the man who is nicknamed after his royal namesake.



Mark Phillips now fully fit for today's event.

"It has been a long hard slog to get fit it will be all worthwhile when I pull on the leathers again for today's Eurolantic Challenge."

Concentrating on the home championships this year will be Yorkshiremen Nick Jefferies and Geoff Johnson and Scot Eric McFarlane. These three plus Phillips and Londoner Barry Woodland, who makes a guest appearance, will be in action for Loctite Yamaha in the Isle of Man during the June TT races.

This weekend the Loctite Yamaha team set off on its fifth season of racing having drawn in further backing from Motul Oil, through importers Eurohelmetts, Dunlop Tyres through SP Tyres and Krauser UK.

Certainly today will show if the Yamaha factory is correct in its claim that the new OW01 is a Honda RC30 beater.

The Chorus Line

PREVIEW

THE OPPORTUNITY to evaluate the potential of the contestants for this year's major home championships, is presented by a strong line-up of talent for the supports to the exciting new-look Eurolantic Challenge *writes John Brown.*

Although not scoring championship points on this occasion top riders of international and national calibre will be out to weigh-up their rivals, many on completely new or re-vamped machines.

There are the easily recognisable names of riders with winning potential but equally there is the interesting new crop of newcomers who have worked through the clubman ranks and are primed to make their mark at a higher echelon.

A rider of world class ability is Ian McConnachie from Ashover near Chesterfield in Derbyshire who has sadly turned his back on the Grand Prix scene, at least for the time being.

The son of a top ranking surgeon became the first British solo rider since Barry Sheene to win a Grand Prix when he took his Krauser to victory in the 1986 British round of the 80cc championship at Silverstone. Three years on 24-year-old McConnachie remains the most recent solo victor from this country.

After a depressing 1988 season the Derbyshire rider decided to give up the battle against the odds and now moves into the bigger classes with backing from Clay Cross Kawasaki.

"I enjoyed racing the small machines but I must join the bigger ones if I am going to concentrate on a season of home racing," said McConnachie, who today contests the 250, 750 and 600 Supersport classes.

With his 250cc Kawasaki he faces a formidable task in the smallest class he now contests, with Lancastrian Ian Newton and Scot Steve Hislop leading an official Honda UK onslaught for quarter-litre honours.

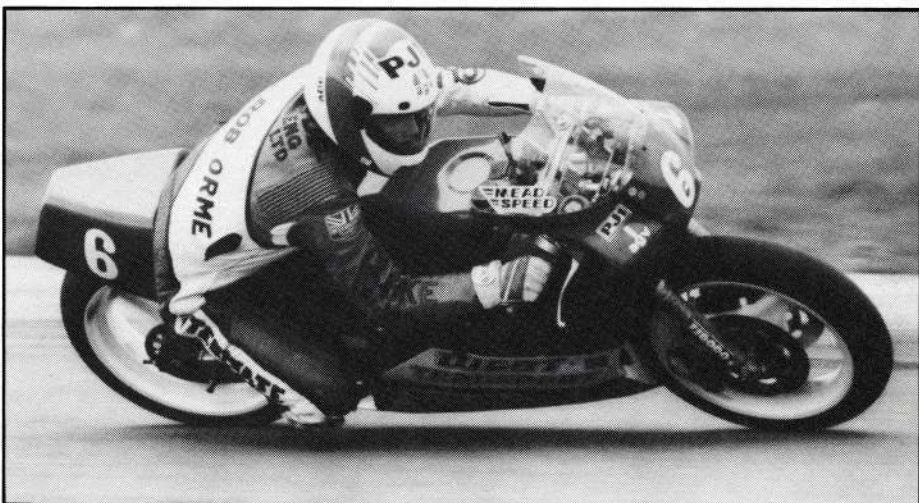
Also in the line-up Yorkshireman Steve Patrickson who was clear winner of last year's 250 British Junior championship, despite winning just four of the 15 rounds on a Rotax. This year the rider who proved that consistency does count in championship battles has switched to a Mitsui Yamaha and has also picked up some extra sponsorship from York-based Brown Group International the major financial supporters of sidecar World and British champions Steve Webster and Tony Hewitt.

The Ulsterman who powered into second place in the championship after a final round victory at Brands in October, Woolsey Coulter, brings an Italian Aprilia to the line for the first time instead of a Honda while Rob Orme, the man he beat in the title chase by just three points stays loyal to a Spondon framed Rotax.

Nuneaton rider Nigel Bosworth sticks with an Aprilia that last season proved



Steve Hislop (above) faces tough opposition from Ian McConnachie and Ian Newton in the 250cc races.
Photo: Perry Sports Photography



Rob Orme relies on his Spondon-framed Rotax in this season's campaign.

Photo: Perry Sports Photography

fast but not too reliable and he is now joined in the Kepple Racing Team by Paul Grubb from Hayes who races a similar machine.

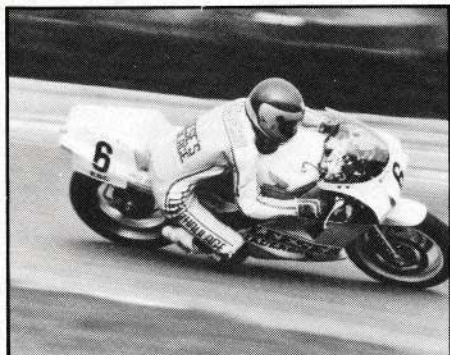
Welsh veteran Steve Williams who spent much of last season fighting for full fitness is back looking for a winning streak on his Dennis Trollope prepared Yamaha, while at the other end of the scale young Mark Whitting from Ashford, Kent, is determined to retain the form that brought four victories during a wet Brands season opener earlier this month.

Two of the riders who find themselves on the "subs bench" for the Eurolantic Andy McGladdery and Mark Linscott will be out to prove they are worthy of more than a back-up status in the 750cc race.

'Andy Mac' from Middleton-St. George near Darlington and Brands local Linscott from Mottingham will both race Francis Neill 750 Hondas in this event and they are joined under the same team banner by Coulter who aims to make a mark on the bigger class this season.

Graham Read, son of eight times world champion Phil Read, should be far more competitive this year having parted with his 1100cc Suzuki in favour of one of the latest Honda RC30 machines.

"I reckon I had got as far as I could with the Suzuki, now I hope to get into the results at the bigger meetings," said the talented rider who spends his working days as a high speed courier.



Steve Chambers at Paddock Hill Bend. When will this talented rider get a works ride?
Photo: H. Woodhouse

A three pronged attack from North of the border is led by Howard Selby on a 750 Yamaha with support coming from Jim Moodie on a Honda UK RC30 and Alan McDonald on a private Honda.

Yet another Ashford rider Gary Weston is capable of taking victory with his 750 Yamaha and others to watch are Leicestershire's David Griffith, McConnachie this time on a 750 Kawasaki, Williams on a Yamaha and another man of many races Steve Henshaw on his Tilston's Honda.

Nineteen-year old Ian Simpson, runner-up to Eurolantic teamster Jim Whitham in last season's close fought British Production championship, comes to the line in the 600 Supersport race as a full member of the Heron Suzuki team.

This very impressive young Scot is one of Britain's most promising riders and aims to give his benefactors confidence in their selection with a season opening victory.

Several of the 750cc class riders move into this event with Moodie being joined by Brian Nicholson in the official Honda UK presence. Campaigning a 600 Honda in both events is Norwich based Phil Armes who has amassed over £30,000 in sponsorship by his own efforts for what he intends to be his big break through season. Watch also Steve Chambers on a Honda, Southend's Phil Borley on a Honda provided by former racer Julian Soper and McConnachie (again) this time on a 600 Kawasaki.

It is good to see that the support for the 125cc has been rekindled with an interesting line-up for straight 10 lap-race.

Strength

Honda UK have provided a machine for Newton and there are similar mounts for Orme and Patrickson to add strength to the event.

Ulsterman David Lemon, who finished second to World Championship-bound Alex Bedford in last year's 125 British Championship, is determined to move up one place this time and brings the Honda he has prepared for the job to the line. Kettering's Mark Carkeek is another to keep an eye on in this race.

There should well be a Brindley family take over in the sidecar events with John and passenger Chris Jones and Derek with passenger Nick Roche out in the Formula Two, a 350cc machine event, while World Championship-chasing Barry with Grahame Rose in the chair will be the victory favourites in the open event with their Fowler Krauser.

Powerful

The open race also brings Bruce Ford-Dunn back into the fray with a very interesting and powerful 420cc Honda powered outfit and Alf Whisker and Brian Flook from Northfleet, who chalked up a couple of victories here at Brands three weeks ago on their 700 Yamaha outfit.

Plenty of local interest also comes from Meopham drivers Roger Body and John Gable, Gravesend's Dave Carnell — son of Ron Carnell, for so many years associated with Duckhams Oil — and Judd Drew.

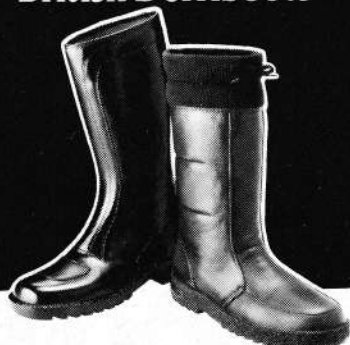
In the F2 race the Brindley's will have to keep a keen eye on Eddy Wright and passenger Andy Wilson, their close friends Dave Saville with Dave Hill and Swanscombe duo Gary Golder and Karl Firmon.

In all today's support races are certainly worthy of being included in the same programme as one of the season's major events — the Eurolantic Challenge.

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Black magic from Norton



ALMOST too fast for the photographer! The new Nortons (above) make a historic début at Brands Hatch today. Trevor Nation (below) brings a wealth of talent and experience to the JPS team.

THE NEW John Player Special Nortons making their race debut in the hands of Trevor Nation and Steve Spray at Brands Hatch today have been designed and built to bring world glory back to the

British industry.

For engineer Brian Crighton their appearance on the start line marks the fulfilment of a five-year dream and hours of development work on the controversial rotary engined machine he knew from the outset could become a world beater.

"It has always been my dream to build a British machine capable of winning a world championship," said Crighton, who was a triple 50cc British champion during the mid-seventies.

The idea of producing a race machine was conceived when he worked in the Norton service department preparing rotary engined machines for the police.

"I soon realised there was much more power available from the engine than was required for police work, but the management at the time were not interested in the idea of going racing so the early development work was done in my own time," said Crighton. "My aim at the outset was a power output of 120 bhp on the test bench but, even to my surprise, that was available immediately."

Despite this obvious potential it was not until Philippe Le Roux took over the company in 1987 that the project got official blessing and he gave the green

light for Crighton and technician partner Dave Evans to use a Norton police machine for an all out development programme.

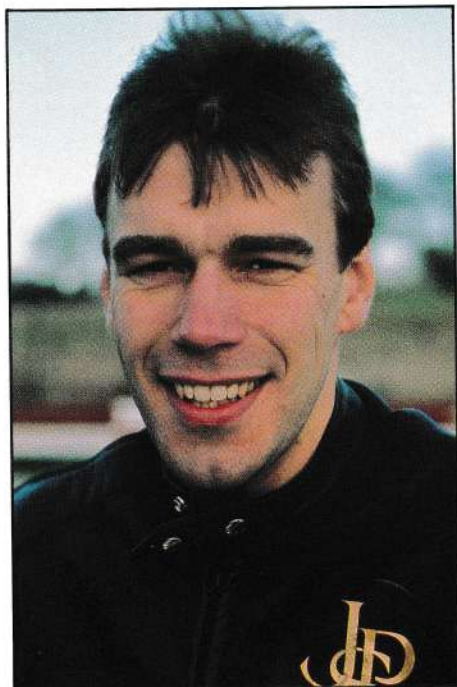
"All we did was a simple tune of the engine and a frame alteration and then took the machine to the MIRA test track near Nuneaton," said Crighton. "On the very first day a speed of 170 mph was achieved and the race project was fully underway."

The first outing came six weeks later at Darley Moor where Norton test rider Malcolm Heath clinched third place and assured a full scale race programme of 1988.

Three Norton racers were at Brands last March ridden by Nation, Heath and Simon Buckmaster to give a high speed demonstration for the huge crowd at the Sun Free Day and although impressive there were obvious faults to sort out.

A 10-year background in electronic engineering before his move into the field of motor cycling meant Crighton had the skill to design new ignition systems from scratch and these together with innovative cooling and fuel systems gave the engine a major powerboost.

"In fact we were getting so much power that it started to cause problems with suspension," he said.



"With the power on coming out of the corners the rear suspension was being pulled down, making the machine unstable. We were also getting under-steer effects from the front end in fast corners, which meant that although quicker down the straights than our rivals we were losing the advantage on corners."

Record breaker

To overcome these snags the engine was raised two inches in the frame and the wheelbase shortened, and then to complete the re-vamp in time for the Formula One support race at the British Grand Prix at Donington Park in August, specially set-up front and rear suspension units were provided by the White Power company. The result of the work was phenomenal! Nation set a new outright lap record for Donington and a week later guest rider Andy McGladdery gave the Norton team its first victory at Carnaby. Lap records followed at Thruxton, Mallory Park, Cadwell Park and Darley Moor, while major wins came during a dominance of televised meeting at Cadwell and during the Brands Powerbike International when a victory double by Spray assured his place in the 1989 team.

A cash injection for the prime objec-

tive of Norton to become the first British team to win the Formula One World Championship came earlier this year when a three-year contract was signed with Imperial Tobacco.

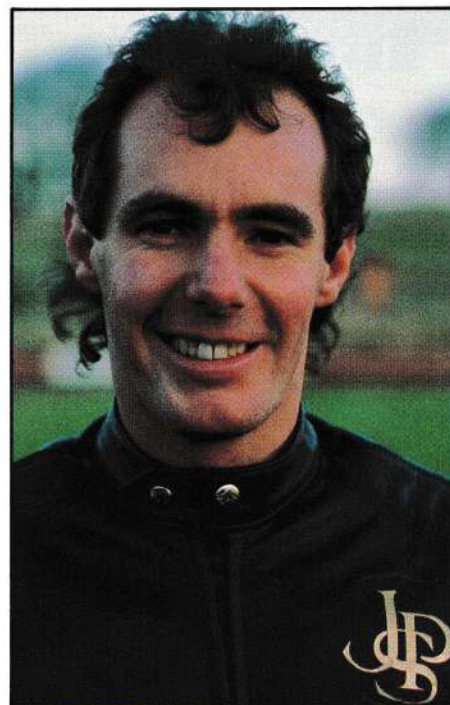
Now the JPS Norton team will be on the tracks world wide in the distinctive black and gold colours of the John Player Special brand.

It is not the first time that the tobacco giants have been involved with Norton, a first link coming in 1972 with the introduction of the John Player Norton team whose success reached a peak with victory in the Isle of Man TT in 1973.

As well as leading the World Formula One onslaught with his 500cc rotary machine this year, Nation with support from Spray will contest the British Formula One championship and the new prestigious Shell Oils Supercup series. For the TT Nation will be joined by the Isle of Man lap record holder, Ulsterman Steve Cull.

It was in the Island over 80 years ago that the name Norton first hit the headlines when Rem Fowler won in the Inaugural TT in 1907. To date Norton have a record of 19 Senior TT and 12 Junior TT wins to its credit, while on the World Championship scene Norton riders have notched up 41 solo machine GP victories.

Of the latest in a long line of Norton racing machines, Group Chief Executive of the company Philippe Le Roux says.



"We proved last year that we had the machine and the riders to take Norton back to the top. Now we have the right sponsor to support our efforts."

Today you will have the chance to decide for yourself whether or not the rotary Norton is good enough to capture that F1 world crown.

THE NORTON'S finely balanced chassis and immensely powerful engine should combine to make it a world beater (below). Steve Spray (above) scored a victory double for Norton last time out at Brands.



Eurolantic Team Choice

GB

ROGER BURNETT

Date of birth: 2/3/1960 (28).

Home town: Stainton le Vale, Lincs.

Team: HRC Honda UK.

Match race appearances: Three – one win.

Career highlights: 1986, British and Motoprix champion, TT winner. Top British match race scorer, 1986 and 1988. Third F1 world championship, 1988.



BRIAN MORRISON

Date of birth: 25/11/1960 (28).

Home town: Kirkcaldy.

Team: Honda UK.

Match race appearances: None.

Career highlights: 1984, Scottish production champion. 1986, Scottish, Junior, Senior and Premier champion. 1987, 1300cc Metzler champion. 1988 winner TT production C class. Winner MCM/EBC Brakes Superstock series and Senior Stock British championship.



JIM WHITHAM

Date of birth: 6/9/1966 (33).

Home town: Huddersfield.

Team: Heron Suzuki.

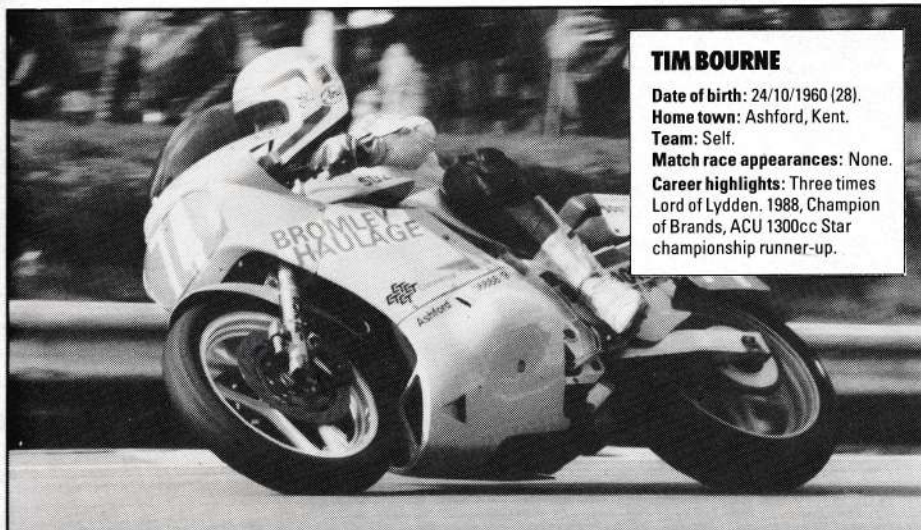
Match race appearances: Two.

Career highlights: 1988, British production champion and Mallory Park Race of the Year winner.



Eurolantic Team Choice

UK



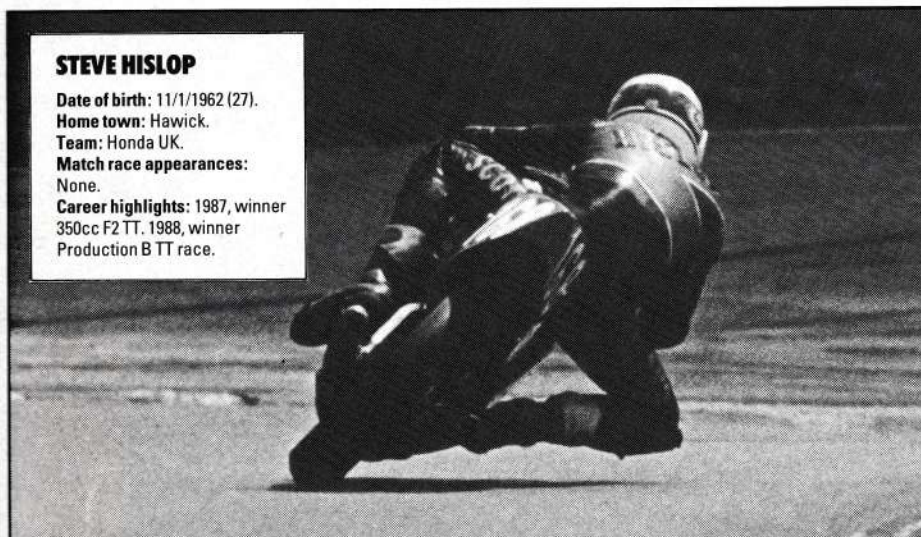
TIM BOURNE

Date of birth: 24/10/1960 (28).
Home town: Ashford, Kent.
Team: Self.
Match race appearances: None.
Career highlights: Three times Lord of Lydden. 1988, Champion of Brands, ACU 1300cc Star championship runner-up.



JOEY DUNLOP MBE

Date of birth: 25/2/1952 (37). **Home town:** Ballymoney, NI.
Team: Gemini Honda. **Match race appearances:** One.
Career highlights: 1977, Jubilee TT winner. 1982, 83, 84, 85, 86, TT F1 world champion. 1987, 88, TT F1 world championship runner-up. Winner of a total of 13 TT races in the Isle of Man. 1986, MBE in New Year Honours List.



STEVE HISLOP

Date of birth: 11/1/1962 (27).
Home town: Hawick.
Team: Honda UK.
Match race appearances: None.
Career highlights: 1987, winner 350cc F2 TT. 1988, winner Production B TT race.

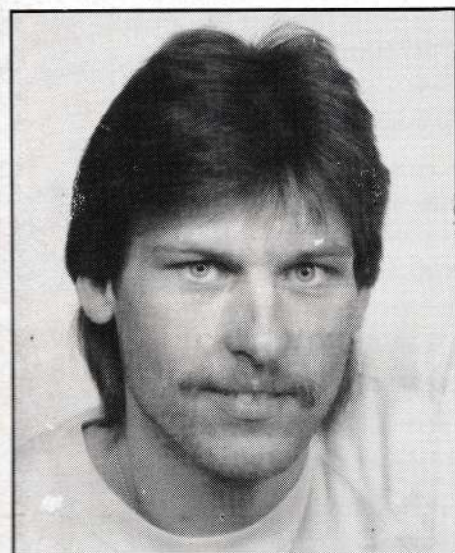


DARREN DIXON

Date of birth: 9/8/1962 (26). **Home town:** Folkestone.
Team: Francis Neil Racing. **Match race appearances:** None.
Career highlights: 1985, 250cc Marlboro British champion. 1986, third 250 British championship. 1988, British F1 champion.

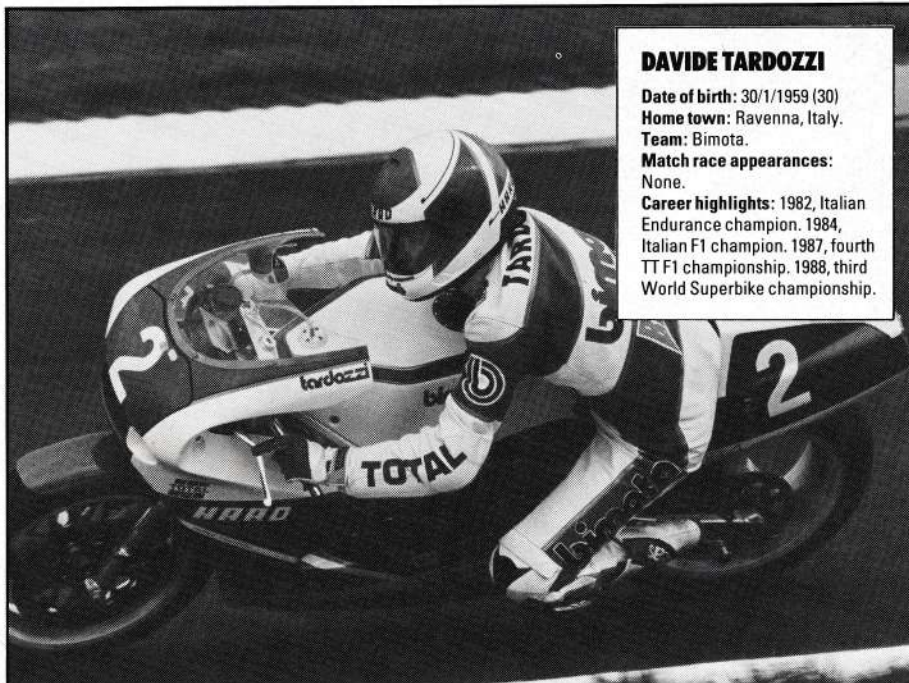
Team Choice

OVERSEAS



MICHAEL GALINSKI

Date of birth: 10/2/1959 (30). **Home town:** Dinslaken, Germany.
Team: Mitsui Yamaha. **Match race appearances:** One.
Career highlights: 1986, German Superbike champion.



DAVIDE TARDOZZI

Date of birth: 30/1/1959 (30)
Home town: Ravenna, Italy.
Team: Bimota.
Match race appearances: None.
Career highlights: 1982, Italian Endurance champion. 1984, Italian F1 champion. 1987, fourth TT F1 championship. 1988, third World Superbike championship.



EVERY TIME WE RACE... YOU WIN



When Ray Swann, Roger Hurst, John Reynolds or Mark Farmer take to the track the result is always a win for you. The reason is simple. Kawasaki only race Production based machinery and our circuit experience directly improves the motorcycles that you buy and ride yourself – on road or track.

Team Green, racing to win.

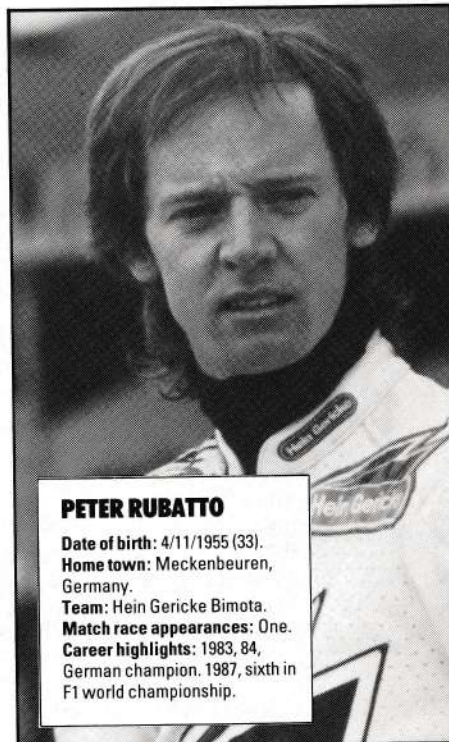


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FABRIZIO PIROVANO

Date of birth: 1/2/1960 (29).
Home town: Biassono, near Monza.
Team: Pirovano Racing Yamaha.
Match race appearances: None.
Career highlights: 1986, third Bol D'or in Bimota team. 1987, Italian Superbike champion. 1988, runner-up World Superbike championship, Italian Superbike championship and F1 Italian championship.

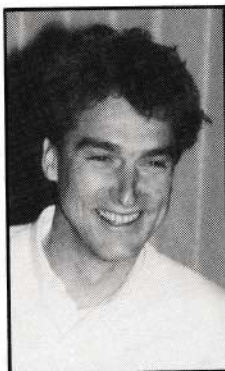


PETER RUBATTO

Date of birth: 4/11/1955 (33).
Home town: Meckenbeuren, Germany.
Team: Hein Gericke Bimota.
Match race appearances: One.
Career highlights: 1983, 84, German champion. 1987, sixth in F1 world championship.

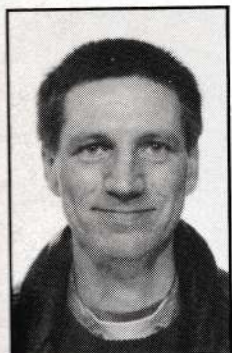
ERNST GSCHWENDER

Date of birth: 11/2/1956 (33).
Home town: Munich.
Team: Suzuki West Germany.
Match race appearances: One.
Career highlights: 1987, 88, West German Superbike champion.



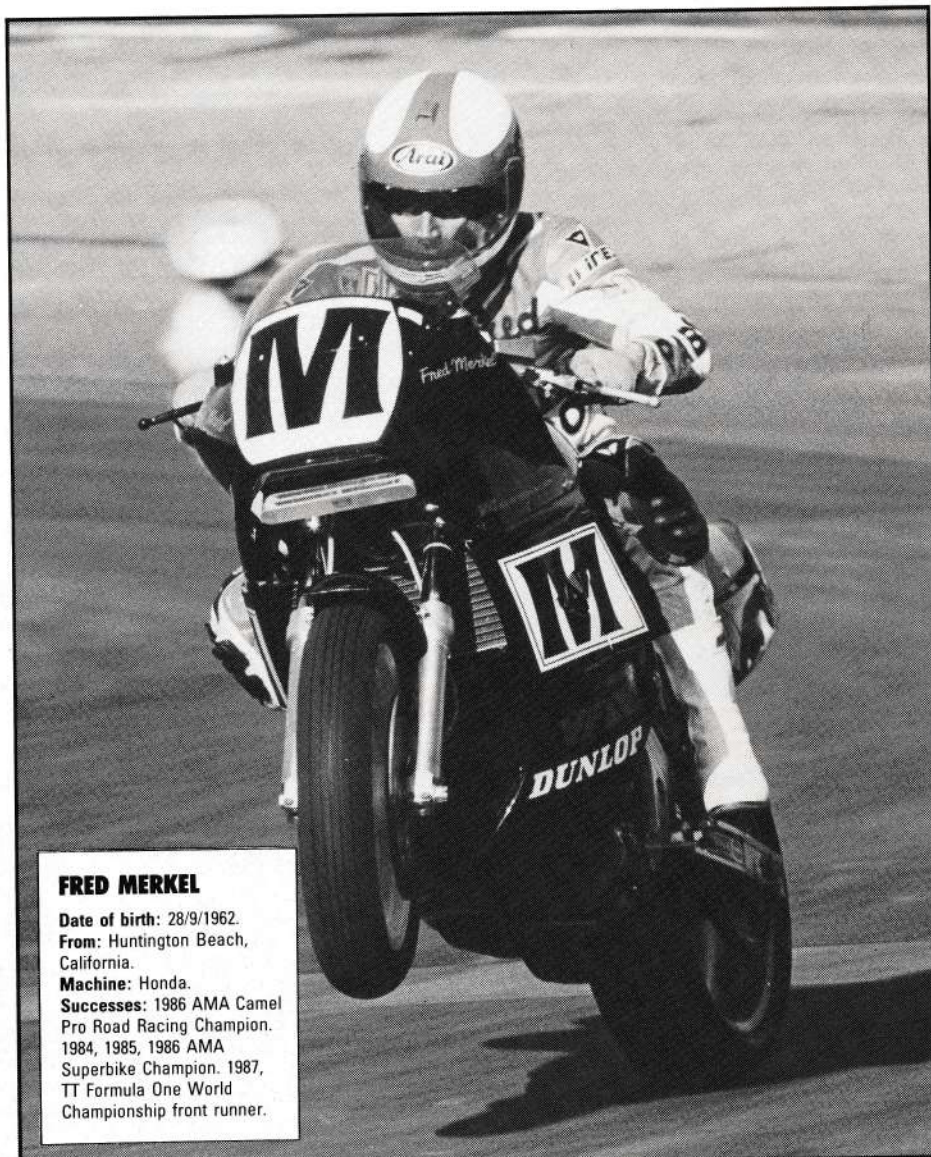
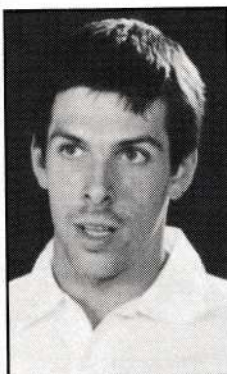
PETER SKOLD

Date of birth: 28/1/1954 (35).
Home town: Stockholm.
Team: Honda Sweden.
Match race appearances: None.
Career highlights: 1983, 500cc European champion. Seven Swedish championship successes.



JOHAN VAN VAERENBERGH

Date of birth: 7/9/1963 (25).
Home town: Keerbergen, Belgium.
Team: Kawasaki Belgium.
Match race appearances: None.
Career highlights: 1987, third world endurance championship. 1984, runner-up Belgian Supercup. 1985, 86, runner-up Belgian Supercup and Superbikes championships.



FRED MERKEL

Date of birth: 28/9/1962.
From: Huntington Beach, California.
Machine: Honda.
Successes: 1986 AMA Camel Pro Road Racing Champion. 1984, 1985, 1986 AMA Superbike Champion. 1987, TT Formula One World Championship front runner.

RACE 1 EVENT 3 10 LAPS

HEAT 1 TO QUALIFY FOR THE 250 GP RACE

Grid positions will be by ballot. The first 18 finishers to the final.

No	Rider	Entrant	Home Town	cc Machine
6	Rod Orme	Clarke Racing	West Hallum	249 Spondon Rotax
20	Steve Sawford	St Neots' M/Cycle Co Ltd	Sandy	250 Yamaha
26	Woolsey Coulter	Francis Neill Racing	N Ireland	249 Aprilia
28	Tom Hutton	Save & Prosper Ltd	Clifton	249 S&P Yamaha
30	Ian McConnachie	Clay Cross Kawasaki	Chesterfield	250 Kawasaki
32	Gavin Wolfe		Purley	250 Elk Suzuki
34	Nigel Froud	Tropical World	Ashford	250 Yamaha
38	Steve Ruth		Sible Hedingham	350 Yamaha
40	Gerald Wicks	Roy Simmons Eng	South Darenth	250 Yamaha
45	David Wilson	Terry Cornford	Horsham	249 Brooklyn Exact Weld
47	Steve Hislop	Honda UK	Scotland	249 Honda
49	Dom Connor		London	250 Yamaha
64	Andrew Sproston		Sandbach	250 Yamaha
67	Barry Stanley		Moir	249 Harris Rotax
69	Greig Ramsay		Scotland	250 Yamaha
78	Paul Grubb	Sierra Computer Consultants	Hayes	250 Aprilia
80	Mark Barber	Team Keppel Racing	Gainsborough	250 Keppel Yamaha
82	Andrew Muggleton	Dave Bexon Racing	Hinckley	250 Spondon Rotax
84	Graeme Mitchell		Preston	250 Yamaha
97	Darrell Higgins	D.T.R./Fowler Yamaha	Melksham	350 Yamaha

LAP RECORD:
Niall McKenzie (248 Armstrong) 49.1s 88.24mph 20/10/85

RESULTS

1st	2nd	3rd	4th	5th	6th
7th	8th	9th	10th	11th	12th
13th	14th	15th	16th	17th	18th
Winner's Time				Speed	mph
Fastest Lap: No				Time	Speed
					mph

AWARDS

The following prize-money will be paid.

Event 2 — £250, £200, £100, £90, £60, £50, £40, £35, £25.

Event 3 — £300, £250, £200, £150, £100, £80, £60, £50, £35, £25.

Event 4 — £250, £200, £150, £100, £90, £60, £50, £40, £35, £25.

Event 5 — £300, £250, £200, £150, £100, £80, £60, £50, £35, £25.

Event 6 — £250, £200, £150, £100, £80, £60, £50, £40, £35, £25.

Event 7 — £300, £250, £200, £150, £100, £80, £60, £50, £35, £25.

HEAT 2 TO QUALIFY FOR THE 250 GP RACE

Grid positions will be by ballot. The first 18 finishers to the final

RACE 2 EVENT 3 10 LAPS

No	Rider	Entrant	Home Town	cc Machine
8	Steve Patrickson	Clarke Racing/Brown Group Int.	Shipley	250 Mitsui Yamaha
25	Mark Fitzgerald	Nick's Sports & Leisurewear	Liverpool	247 Nico Baker
27	Francis Morrison		Ireland	250 Yamaha
29	Mark Whiting	Dodds Removals	Ashford	350 Yamaha
31	Nigel Bosworth	Team Keppel Racing	Nuneaton	249 Keppel Aprilia
33	Steve Williams	Fowler Yamaha/D.T.R.	Llantwit Major	250 Yamaha
34	Terry Saunders		Market Rasen	347 Yamaha
39	Richard Chesson		Sittingbourne	350 Yamaha
41	Mark Linton		Cranleigh	249 Honda
46	Phillip Bottomley	Weatherbar Sills Ltd.	Congleton	249 Armstrong
48	Richard Peers-Jones		Kingswood	347 Yamaha
50	Ian Newton	Honda U.K.	Skelmersdale	250 Honda
65	Ian Taylor		Barnsley	250 Yamaha
66	Martin Nelson		Bakewell	250 Yamaha
68	Peter Knight	Racing Lines G.B. Ltd.	Felixstowe	250 Yamaha
70	Neil Andrews		Huntspill	249 Yamaha
79	Dave Gale		Castle Donington	250 A.D.R.
81	Rob Johnson		Staines	249 Johnson Rotax
83	Mark Henrys	Hornets National & Int. Couriers	London	250 Honda
85	James Hudson	Greens of Blackrod	North Ashton	250 Armstrong
86	Conor Brennan		London	250 Honda

LAP RECORD:
Niall MacKenzie (248 Armstrong) 49.1s 88.24mph 20/10/85

RESULTS

1st	2nd	3rd	4th	5th	6th
7th	8th	9th	10th	11th	12th
13th	14th	15th	16th	17th	18th
Winner's Time			Speed mph		
Fastest Lap: No		Time		Speed mph	

OFFICIALS AND ACKNOWLEDGEMENTS

Stewards appointed by the ACU:
C. Armes

Appointed by SEACU:
S. Mellish

Appointed by the KRC:
T. Lovett

ACU Timekeeper in Charge:
K. Saunders

Clerk of the Course:
J. Ward Jnr

Assistant Clerk of the Course:
A. Povey

Safety Officer:
H. Bratton

Chief Course Marshal:
J. Ward Snr

Chief Paddock Marshal:
D. Davey

Chief Scrutineer:
J. Wilson

Judge:
Mrs. S. Ringrow

Starters:
A. Jones
E. Mann

Marshals:
Rochester MC Ltd
Gravesend Eagles
Greenwich M&MCC
Triumph Owners Club

Medical Services
Medical Officer:
St John Ambulance Brigade

Medical Car:
Toyota GB

Secretary of the Meeting:
David G. McNealy,
120 The Delce, Rochester,
Kent ME1 2QT
Ansaphone 0634-41 41499

Brands Hatch Circuits wish to thank Moet & Chandon for the victory Champagne.

RACES 3, 6 & 9 EVENT 1 16 LAPS

EUROLANTIC CHALLENGE ROUNDS 1, 2, 3

U.K. TEAM

No	Rider	Home Town	Entrant	Machine
5	Trevor Nation	Salisbury	JPS Norton Racing	Norton RCW 588
10	Terry Rymer	Lee Green	Team Loctite Yamaha	Loctite Yamaha
11	Roger Burnett (Captain)	Stainton le Vale	H.R.C.	Honda
14	Joey Dunlop	Ballymoney, N. Ireland	Shell Gemini	Gemini Honda
20	Steve Spray	Nottingham	JPS Norton Racing	Norton RCW 558
21	Paul Iddon	Stockport	Team Krauser Yamaha	Yamaha
30	Carl Fogarty	Blackburn	Appleby Glade	Honda RC 30
31	Brian Morrisson	Kirkcaldy	Honda UK	Honda RC 30
32	Steve Hislop	Hawick	Honda UK	Honda RC 30
60	Darren Dixon	Folkestone	Francois Neill Racing	Honda RC 30
62	Tim Bourne	Ashford, Kent	Brands Hatch Racing	Honda RC 30
64	Mark Phillips	Lincoln	Team Loctite Yamaha	Loctite Yamaha
69	James Whitham	Huddersfield	Heron Suzuki	Suzuki
70	Phil Mellor	Huddersfield	—	Suzuki
79	Rob McElnea	Scunthorpe	Padgetts of Batley	Honda RC30
Reserves:				
54	Mark Linscott	Mottingham	Francis Neill Racing	Honda RC30
60	John Reynolds	Nottingham	—	Kawasaki
80	Andy McGladdery	Darlington	Francis Neill Racing	Honda RC 30
85	Graeme McGregor	Louth	Sports Motor Cycles	Ducati

EUROLANTIC TEAM

No	Rider	Country	Entrant	Machine
1	Fred Merkel	USA	—	Honda
2	Fabrizio Pirovano	Italy	Pirovano Racing Team	Yamaha OW01
3	Davide Tardozzi	Italy	Speed Shadows	Bimota YB4
4	Stephane Mertens	Belgium	Total/Bel-Ray/Team-Mediares	Honda RC30
19	Jari Suhonen	Finland	Arwidson Yamaha Team	Yamaha FZR
24	Anders Andersson (Captain)	Sweden	Yamaha Sweden	Yamaha
26	Ernst Gschwender	Germany	Suzuki Deutschland Racing	Suzuki
36	Peter Rubatto	Germany	Team Hein Gericke	Bimota YB4
40	Rene Rasmussen	Denmark	Team Pepsi Suzuki Denmark	Suzuki
42	Johan van Vaerenbergh	Belgium	Kawasaki Belgium	Kawasaki
45	Peter Granath	Sweden	Yamaha Sweden	Yamaha
46	Peter Skold	Sweden	—	Honda RC30
52	Andreas Hofmann	Switzerland	Eckert- Motorradtechnik	Eckert-Honda RC30
53	Wolfgang von Muralt	Switzerland	Muehlebach Honda Race Team	Muehlebach- Honda
59	Michael Galinski	Germany	Mitsui Yamaha Racing	Yamaha OW01
Reserves:				
47	Raimo Vartiainen	Finland	Benson Suzuki Racing	Suzuki
50	Pedro Baptista	Portugal	—	Honda
57	Rene Delaby	Luxembourg	Delaby Honda Racing	Honda RC30
62	Tommy Douglas	Canada	—	Honda

LAP RECORD: To be established

EUROLANTIC PRIZE MONEY

Will be awarded on the overall individual placings based on the points scored in each race.

Overall Placing: 1st — £6000, 2nd — £5000, 3rd — £4750, 4th — £4500, 5th — £4250, 6th — £4000, 7th — £3750, 8th — £3500, 9th — £3250, 10th — £3000, 11th — £2750, 12th — £2500, 13th — £2250, 14th £2000, 15th — £1750, 16th — £1500, 17th — £1250, 18th — £1000, 19th — £750, 20th — 30th placings £50.

EUROLANTIC SCORE CARD

		ROUND 1		ROUND 2		ROUND 3		TOTAL
U.K. TEAM		POSITION	POINTS	POSITION	POINTS	POSITION	POINTS	
5	Trevor Nation (Norton)	Salisbury						
10	Terry Rymer (Yamaha)	Lee Green						
11	Roger Burnett (Honda)	Stainton le Vale						
14	Joey Dunlop (Honda)	Ballymoney, NI						
20	Steve Spray (Norton)	Nottingham						
21	Paul Iddon (Yamaha)	Stockport						
30	Carl Fogarty (Honda)	Blackburn						
31	Brian Morrison (Honda)	Kirkcaldy						
32	Steve Hislop (Honda)	Hawick						
60	Darren Dixon (Honda)	Folkestone						
62	Tim Bourne (Honda)	Ashford, Kent						
64	Mark Phillips (Yamaha)	Lincoln						
69	Jim Whitham (Suzuki)	Huddersfield						
70	Phil Mellor (Suzuki)	Huddersfield						
79	Rob McElnea (Honda)	Scunthorpe						
Reserves:								
54	Mark Linscott (Honda)	Nottingham						
60	John Reynolds (Kawasaki)	Nottingham						
80	Andy McGladdery (Honda)	Darlington						
85	Graeme McGregor (Ducati)	Louth						
TEAM TOTAL								
Eurolantic Team								
1	Fred Merkel (Honda)	USA						
2	Fabrizio Pirovano (Yamaha)	Italy						
3	Davide Tardozzi (Bimota)	Italy						
4	Stephane Mertens (Honda)	Belgium						
19	Jari Suhonen (Yamaha)	Finland						
24	Anders Andersson (Yamaha)	Sweden						
26	Ernst Geschwender (Suzuki)	Germany						
36	Peter Rubatto (Bimota)	Germany						
40	Rene Rasmussen (Suzuki)	Denmark						
42	Johan van Vaerenbergh (Kawasaki)	Belgium						
45	Peter Granath (Yamaha)	Sweden						
46	Peter Skold (Honda)	Sweden						
52	Andreas Hofmann (Honda)	Switzerland						
53	Wolfgang von Muralt (Honda)	Switzerland						
59	Michael Galinski (Yamaha)	Germany						
Reserves:								
47	Raimo Vartiainen (Suzuki)	Finland						
50	Pedro Baptista (Honda)	Portugal						
57	Rene Delaby (Honda)	Luxembourg						
62	Tommy Douglas (Honda)	Canada						
TEAM TOTAL								

Points System: 30-29-28-27-26-25-24-23-22-21-20-19-18-17-16-15-14-13-12-11-10-9-8-7-6-5-4-3-2-1

RACE 4 EVENT 7 12 LAPS

THE OPEN SIDECAR RACE

Grid positions will be determined by ballot

No	Rider/Passenger	Entrant	Home Town	cc Machine
2	Bruce Ford-Dunn/Alistair Pirie		Steyning	420 F-D Yamaha
3	Eddy Wright/Andy Wilson	Daihatsu (U.K.) Ltd.	Saxton	700 Keen Yamaha
4	Barry Brindley/Graham Rose	D.T.R./Fowlers of Bristol	Bawtry	500 D.T.R./Fowler Krauser
5	Roger Body/Andy Peach	Hall Aggregates S.E. Ltd.	Meopham	700 LCR Yamaha
6	Dave Carnell/Chris Plant	Roy Simmons Engineering	Gravesend	750 Simmons Yamaha
7	Dick Hawes/Eddy Kiff		Purfleet	430 Ireson
8	Brian Reeves/Jimmy Webb		Biddenden	700 Windle Yamaha
9	Alan Richardson/Mark Richardson	Ceylon Place Garage	Hailsham	1052 Suzuki
10	John Cable/Chris George	London Town Despatch	Meopham	750 Seymez Yamaha
11	Alf Whisker/Brian Flook		Northfleet	700 Derbyshire Yamaha
12	Stuart Hall/Bill Smith	Sands T.V.	Hingham	750 Yamaha
14	Dave Holden/Brian Threlfall		Blackburn	700 Yamaha
15	Michael Thompson/Ian Stapleton		Honeydon	700 Yamaha
16	Geoff Thomas/Kevin Morgan		Frantwell	500 Krauser
17	Bryan Aslett/David Vaughan	Capitol M/Cycles	Weybridge	1260 Suzuki
18	Raymond Burrows/Paul Cleaves		Littlehampton	750 Baker Yamaha
19	Steve Kirby/Len Cheeseman	Lancourt Ltd	Gloucester	700 Transyam
20	Judd Drew/Bryan Houghton		Gravesend	500 L.C.R.
21	Cliff Pritchard/Clive Price		Shrewsbury	1050 Suzuki
22	Roy Lawrence/Graham Mapletoft	Kelvin Ward Transport	Newport	700 L.C.R. Yamaha
23	Gerard Flynn/Guy Scott		Wilmslow	700 Yamaha
24	Barry Smith/David Smith	Jay Dee Racing	Peacehaven	500 Windle Yamaha
25	Gary Thomas/Eckart Rosinger		Orpington	500 IMI LCR
26	Simon Fuller/Douglas Roalfe		Stevenage	700 BLR
Reserves				
27	Keith Roberts/Andrew Kennett		Southall	500 Windle Yamaha
28	Robbie Scott/Joanne Scott		London	700 Yamaha

LAP RECORD:

Steve Webster/Tony Hewitt (700 Padgetts LRC Yamaha).....48.3s.....89.70mph.....21/10/84

RESULTS

1st	2nd	3rd	4th	5th	6th
7th	8th	9th	10th	11th	12th
13th	14th	15th	16th	17th	18th
Winner's Time			Speed		mph
Fastest Lap: No			Time		mph

THE 750 RACE

Grid positions will be determined by ballot

**RACE 5
EVENT 5
12 LAPS**

No	Rider	Entrant	Home Town	cc Machine
3	Howard Selby		Scotland	750 Yamaha
6	Steve Chambers	Leeses Haulage	Saxilby	750 Honda
12	David Griffith		Lutterworth	750 Honda
14	Andy McGladdery	Francis Neill Motors	Middleton-St-George	748 Honda
15	Graham Read		Hinckley	750 Honda
16	Steven Veasey		Bromley	750 Kawasaki
17	Gary Weston	CAT M/Cycles	Ashford	750 Yamaha
18	Mark Linscott	Francis Neill Racing	London	750 Honda
21	Jim Moore	Honda (UK) Ltd	Scotland	750 Honda
22	Philip Armes	P. F. Ling Ltd	Norwich	599 Honda
23	Mick Preston	Chiverton Office Supplies	Rugby	750 Yamaha
24	Charlie Corner		Malton	750 Honda
26	Woolsey Coulter	Francis Neill Racing	Ireland	750 Honda
27	Steve Henshaw	Tilstons M/Cycles	Jacksdale	750 Honda
30	Ian McConnachie	Clay Cross Kawasaki	Chesterfield	750 Kawasaki
33	Steve Williams	D.T.R./Fowler M/Cycles	Llantwit Major	750 Yamaha
35	Dave Redgate	Capp Walker Building Supplies	Chatham	750 Suzuki
36	Steve Coker	Sandbrook Nash Scannell	South Godstone	500 Suzuki
37	Terry Sanders		Market Rasen	347 Yamaha
38	Steve Ruth		Sible Headingham	347 Yamaha
39	Richard Chesson		Sittingbourne	750 Suzuki
42	Andy Collingwood		West Molesey	350 Yamaha
43	John Burgess	R & B Electronics	Thornton Heath	500 Suzuki
44	Peter Graves		Teddington	500 Honda
49	Dom Connor		London	750 Yamaha
87	Alex Buckingham		Barnstaple	498 Suzuki
88	David Ferguson		Ashford	498 Suzuki
89	Phil Borley	Julian Soper M/Cycles	Southend-on-Sea	750 PKB Yamaha
90	John Mossey		Royston	500 Suzuki
91	Alan McDonald	J. Patterson & Sons	Scotland	750 Honda
92	Terry Young		Chelmsford	750 Suzuki
97	Darrell Higgins	D.T.R./Fowler Yamaha	Melksham	500 Yamaha
98	Rodney Knapp	Colin Aldridge	Bishop's Stortford	750 Honda
99	David Crompton	Padgetts (Batley) Ltd	Methley	500 Suzuki
101	Paul Lewis	Southern Cross Racing	Exeter	750 Honda
102	Roy Jeffreys		High Wycombe	746 Yamaha
Reserve				
103	Colin Gable	Sandfords Developments	Andover	750 Honda
106	Brent Gladwin		Sheffield	750 Honda

LAP RECORD:
Doug Polen (Suzuki) 48.6s 89.15mph 1/4/88

RESULTS

1st 2nd 3rd 4th 5th 6th
 7th 8th 9th 10th 11th 12th
 13th 14th 15th 16th 17th 18th
 Winner's Time Speed mph
 Fastest Lap: No Time Speed mph

RACE 7 EVENT 2 10 LAPS

THE 125 GP RACE

Grid positions will be by ballot

No	Rider	Entrant	Home Town	cc Machine
6	Rob Orme	Clarke Racing	West Hallam	124 Honda
8	Steve Patrickson	Clarke Racing/Brown Group Int.	Shipley	125 Honda
20	Steve Sawford	St. Neots' M/Cycle Co. Ltd.	Sandy	125 Honda
50	Ian Newton	Honda U.K.	Skelmersdale	125 Honda
51	Mark Harrison	Technicon Ltd./J. Kidson M/Cycles	Northwich	125 Honda
52	Paul Baldock	Church-Hill Garage	Orpington	125 Honda
53	Andrew Cooper		Sheffield	125 M.B.A.
54	Reg Lennon		Wirral	125 Honda
55	Martin Cox		King's Lynn	125 Honda
56	John Barton		St. Mary Hoo	125 Rotax E.M.C.
57	Kenneth Randall		Newbury	125 Rotax
58	Frank Duffy		Greenford	125 Honda
59	Alan Patterson		N. Ireland	124 Honda
60	David Marston	Mayfield Landscapes	Blackfordby	125 Honda
61	Roger Lee	The Software Construction Co. Ltd.	Harlow	125 Honda
62	Dave Brown		Rochdale	125 Honda
63	Stuart Nichols		Boston	125 Honda
95	David Lemon		Ireland	124 Honda
96	Mark Carkeek	Metronic Technology Ltd	Kettering	125 Honda
105	Geoff Gates		Middle Wallop	125 Rotax
107	Robert Blow		Burringham	125 Honda
108	Simon van der Plank		Romsey	125 Honda
109	Steve Mason		Ashbourne	125 Honda

LAP RECORD:

125 Open: Alex Bedford (125 Honda) 52.2s 83.00mph 20/10/85

RESULTS

1st 2nd 3rd 4th 5th 6th
 7th 8th 9th 10th 11th 12th
 13th 14th 15th 16th 17th 18th
 Winner's Time Speed mph
 Fastest Lap: No Time Speed mph

**RACE 8
EVENT 3
12 LAPS**

cc Machine

Row 1

Row 2

Row 3

Row 4

Row 5

LAP RECORD:
Niall Mackenzie (248 Armstrong).....49.1s.....88.24mph.....20/10/85

RESULTS									
1st	2nd	3rd	4th	5th	6th				
7th	8th	9th	10th	11th	12th				
13th	14th	15th	16th	17th	18th				
Winner's Time			Speed		mph				
Fastest Lap: No			Time		Speed		mph		

RACE 10 EVENT 6 10 LAPS

THE FORMULA II SIDECAR RACE

Grid positions will be determined by ballot

No	Rider/Passenger	Entrant	Home Town	cc Machine
3	Eddy Wright/Andy Wilson	Daihatsu (U.K.) Ltd.	Saxton	350 Keen Yamaha
4	Gary Golder/Karl Firmon	Roy Simmons	Swanscombe	347 SIM Yamaha
5	Dave Saville/Dave Hill	Sabre Racing	Retford	350 Sabre
6	John Brindley/Chris Jones	Sabre Racing	Bawtry	350 Sabre Yamaha
7	Dick Hawes/Eddy Kiff		Purfleet	345 Ireson
8	Derek Brindley/Nick Roche	Sabre Racing	Bawtry	350 Sabre
9	John Thompson/Peter Burton		Huntingdon	350 Ireson Yamaha
10	Dennis Keen/Terrie Salone		Aldbourn	350 Yamaha
11	Neville Turner/John McGregor	G. Hodgkins	London	347 Ireson Yamaha
12	Michael Hamblin/Robert Smith	Jessups' (Stamford) Ltd	Lincoln	350 Yamaha
14	Keith Galtress/Neil Shelton	Demon Tweeks	Clwyd	347 Yamaha
15	Kenneth Jordan/Robert Wright		Guernsey	350 Yamaha
16	Martin Whittington/Iain Caulton	D. Skelton	Mattersey	347 Yamaha
17	John Coates/Gary Gibson	J. Huzzard Plant Services Ltd	Brandes-Burton	350 LNT Yamaha

LAP RECORD:
Bruce Ford-Dunn/Alister Pirie (340 F.D. Yamaha) 52.3s 82.53mph 23/10/88

RESULTS

1st	2nd	3rd	4th	5th	6th
7th	8th	9th	10th	11th	12th
13th	14th	15th	16th	17th	18th
Winner's Time				Speed	mph
Fastest Lap: No		Time	Speed	mph	

THE SUPERSPORT 600 RACE

Grid positions will be determined by ballot

RACE 11
EVENT 4
10 LAPS

No	Rider	Entrant	Home Town	cc Machine
3	Howard Selby		Scotland	600 Yamaha
6	Steve Chambers	Leeses Haulage	Saxilby	600 Honda
7	Ian Simpson	Heron Suzuki G.B. Ltd.	Scotland	600 Suzuki
17	Gary Weston	CAT M/Cycles	Ashford	600 Yamaha
19	Dave Burford	Solaglas/Colwins M/Cycles	Sittingbourne	600 Yamaha
21	Jim Moodie	Honda U.K.	Scotland	600 Honda
22	Philip Armes	P.F.K. Ling Ltd.	Norwich	599 Honda
23	Mick Preston	Chiverton Office Supplies	Rugby	600 Yamaha
26	Woolsey Coulter	Francis Neil Racing	Ireland	600 Honda
30	Ian McConnachie	Clay Cross Kawasaki	Chesterfield	600 Kawasaki
32	Gavin Woolfe		Purley	600 Yamaha
38	Steve Ruth		Sible Hedingham	600 Honda
49	Dom Connor		London	600 Yamaha
71	Vincent Cundle		London	600 Honda
72	Richard Gordon	Concord Couriers	Sutton	600 Honda
73	Steven Whapshott		Wilstead	600 Yamaha
74	Mark Heath	Bob Farnham Tuning	East Grinstead	600 Yamaha
75	Brendan Doyle	Rex Judd Ltd.	London	600 Suzuki
76	Brian Nicholson	Honda U.K.	London	600 Honda
77	Steve Abbott	Neil Young M/Cycles	Rushden	600 Dymo Honda
85	James Hodson	Greens of Blackrod	North Ashton	600 Honda
87	Alex Buckingham		Barnstaple	600 Honda
89	Phil Borley	Julian Soper M/Cycles	Southend-on-Sea	600 PKB Honda
93	Geoff Baldock	A. & J. Transport	Louth	598 Honda
94	Andy Smith	JIT-Aero	Crawley	600 Yamaha
98	Rodney Knapp	Colin Aldridge	Bishop's Stortford	600 Yamaha
99	David Crompton	Padgett (Batley) Ltd	Methley	600 Padgett Yamaha
100	Ray Stringer	Towcester Tuning Shop	Nuneaton	600 Yamaha
104	Chris Brenneck	Webbs Holdings	Wickham	600 Yamaha

LAP RECORD: To be established

RESULTS

1st 2nd 3rd 4th 5th 6th
 7th 8th 9th 10th 11th 12th
 13th 14th 15th 16th 17th 18th
 Winner's Time Speed mph
 Fastest Lap: No Time Speed mph

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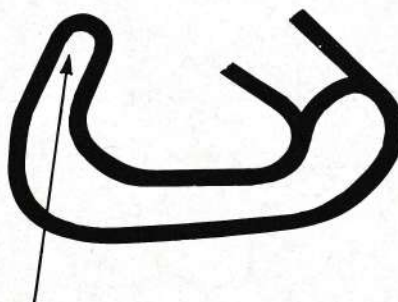
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