



SHELL SUPERCUP

ACU BRITISH CHAMPIONSHIP

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Motor Cycle News
THE WORLD'S NO. 1

1990 CHAMPIONSHIP

20th May Snetterton

24th June Cadwell Park

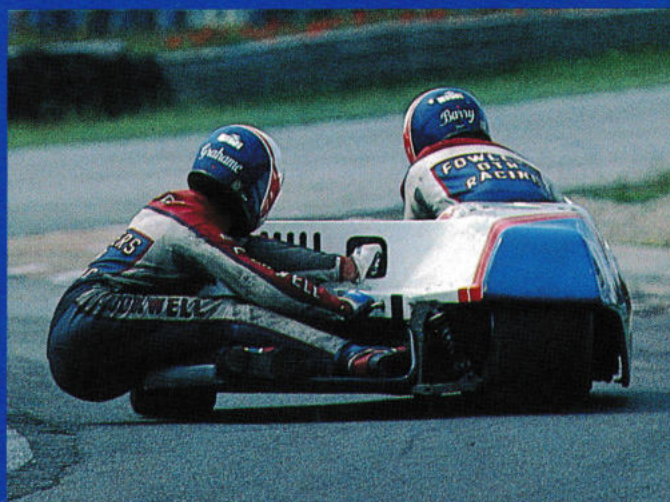
1st July Pembrey

8th July Knockhill

19th August Thruxton

2nd September Mallory Park

30th September Donington Park



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TIMETABLE

Sunday, 20th May, 1990

Practice

09.00-09.15	125 (Untimed)
09.20-09.35	250 (Untimed)
09.40-09.55	750 (Untimed)
10.00-10.15	600 (Untimed)
10.20-10.35	Sidecars (Untimed)
10.45-11.00	125 (Timed)
11.10-11.25	250 (Timed)
11.35-11.50	750 (Timed)
12.00-12.15	600 (Timed)
12.25-12.40	Sidecars (Timed)

12.45-14.00 LUNCH BREAK

Racing

Races will follow on after each other as quickly as possible in the following order with the first race starting at 14.00.

- Race 1 15 Laps** Shell Supercup for the British Championship for 750 FI machines
- Race 2 15 Laps** Shell Supercup for the British Championship for 125cc machines
- Race 3 15 Laps** Shell Supercup for the British Championship for 600cc Supersport machines
- Race 4 15 Laps** Shell Supercup for the British Championship for 250cc machines
- Race 5 15 Laps** Shell Supercup for the British Championship for 401cc-1300cc Sidecars

This meeting is organised by the British Motor Cycle Racing Club Ltd affiliated to the Auto Cycle Union as a non-territorial club, and is subject to the Standing Regulations and the National Sporting Code of the Auto Cycle Union.

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Welcome to the first round of the 1990 Shell Supercup for the British Championship



In bringing together the Supercup races with the British Championship we have, I believe, the basis of making this year's Shell Supercup series the most exciting and prestigious Championships ever in British Motorcycle road racing.

The ACU have worked hard during the winter months to build a structure that will now make the title "British Champion" truly worthwhile.

I am delighted that this year's Shell Supercup will be fully supported by *Motor Cycle News* who will be giving the series increased coverage with both race previews and reports as well as backing the 250cc Supercup races.

Already this year the signs are that the crowds are coming back to the circuits which is most rewarding for all the hard work put in by the ACU, the promoters, organising clubs, marshals and officials.

I take this opportunity to wish all spectators and competitors a safe and enjoyable day's racing.

A handwritten signature in black ink, reading "David Thomas".

DAVID THOMAS
MANAGER, SHELL MOTORSPORT

Non-stop Nation John at the double



JPS Norton star Nation has a busy weekend in prospect.

Photo by: Seamus Masters

When Trevor Nation crosses the line at the end of today's 750cc Supercup British championship race, it will mark the end of one of the most hectic periods in the JPS Norton riders' career.

It all started on Tuesday when he set off for Northern Ireland to tackle Wednesday and Thursday practice for the International North West 200 which is run on the nine mile closed roads circuit that links the towns of Portrush, Coleraine and Portstewart.

After Thursday practice Trevor flew back to England and was out practicing at Snetterton on Friday. That evening he was on a plane heading back to Ulster to tackle two races in yesterday's high speed event.

"It's all pretty hectic but as the two circuits are so completely different there should be no problem as far as the

racing is concerned," said the 30-year-old rider from Salisbury.

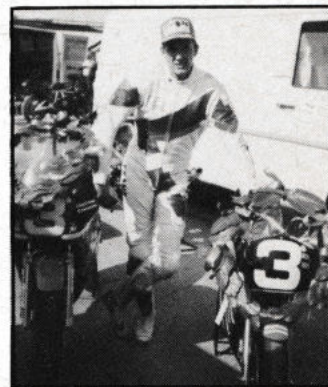
He is certainly aiming for victory in the opening British championship round and is full of confidence after wins at Donington Park and Thruxton this year. "I've had my best ever start to a season and I intend to build upon that success," he declared.

Things have been a little calmer for his championship defending team mate Steve Spray who did not contest the North West. "I am giving the road circuits a miss and concentrating on the home championships," said Spray who has a double victory at Cadwell Park and a win at Castle Combe under his belt so far this year. Nation was joined by Robert Dunlop for the North-West and the Ulsterman will have his second Norton ride when he re-joins Nation for the TT.

Chesterfield's John Yates, the second rider getting support from enthusiastic Clay Cross Kawasaki boss Dave Houseley, is looking to the dominating form that produced three wins in two days at Castle Combe and Thruxton, and not the over enthusiasm that brought disappointment at Mallory Park a week later, as he enters his biggest challenge so far in his career.

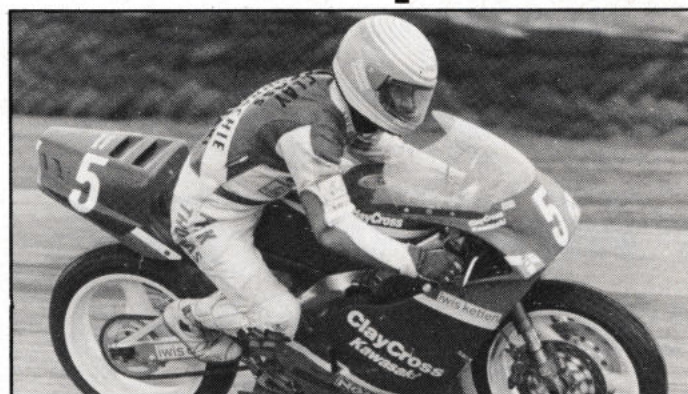
The immaculate 24-year-old rider looked to be in a class of his own as he romped away to victory in the first two 125cc Transnational title rounds in Wiltshire and Hampshire on his Honda and added a Supersport 400 victory at Thruxton on a Kawasaki for good measure.

But his fortunes changed at Mallory in the third round when he took a tumble at Gerards Bend on the second lap.



"John slid a fair way on his backside and no doubt had to have his supper off the mantle piece for a few days, otherwise he was unhurt," said Houseley. "Unfortunately the Honda went straight on in to the Armco and we left half of it in the dustbin but luckily we have had a weekend off to get everything right for Snetterton."

Ian's GP quest



Ian McConnachie will be hoping some good performances in the Supercup can put him back on the European Circuits.

Photo by: Keith Russell

Plastered!

Last year's 250cc Manx Grand Prix winner Nick Turner cut the plaster cast off his leg to make sure that he did not miss this major Snetterton event.

He broke his lower right leg when he crashed while practicing at Mallory at the end of last month and put himself out of the first three rounds of the Transnational series but the engineer from Croydon, Surrey, was determined not to miss his trip to Norfolk.

"Snetterton is my favourite circuit, despite crashing at every bend over the years, and is rather like a second home up here because my wife Fiona comes from Norwich,"

said 28-year-old Turner.

Nick who says he will never race in the Isle of Man again because "he doesn't want to go any faster", started his home season on a high note with fourth place in a wet 250 race at Brands Hatch on Good Friday.

"It was the first time I had been in a proper race there and the first time I had ridden the bike on full wets," he said. With a new Yamaha and 125 Honda Nick will race mainly at home events this year although he will go to Chimay next month and hopes to race at the Killinchy 100 in Ireland later in the year.

Ian McConnachie takes time off a concerted European championship attack to get himself in at the start of the important Supercup championship series.

In second place after four rounds of the 125cc Euro championship he squeezes in this Snetterton event between last weekend's event in Austria and the next in Yugoslavia.

"There will not be much breathing space," said the 25-year-old Lancastrian who now lives in Ashover, Derbyshire. "By the time we had driven up from Austria it was time to get started at Snetterton and we will leave immediately

after the race for Yugoslavia."

McConnachie, who ended three seasons of Grand Prix racing with fifth place in the 1987 80cc world championship is looking to a return to the big time via the European events.

Now sponsored by Clay Cross Kawasaki he races a Honda in the 125cc class and Italian Aprilia, which is still suffering from teething problems, in the 250.

"Thankfully things are going well with the smaller bike we are on course to get enough points for a grading back in to the World Championship."

3 wheel heroes



Classic sidecar action is in prospect again today. *Photo by: H. Woolhouse*

Third in last year's sidecar Supercup, Cumbrian Robert Fisher and passenger Trevor Crone are out to take advantage of the absence through Grand Prix commitments in Italy, of winner Steve Webster and second placed Barry Brindley.

After a third place at Donington on Easter Monday to Brindley and Darren Dixon, Fisher went on to a victory double weekend at Castle Combe and Thruxton with one of the few outfits that is powered by a four stroke engine.

"I have always preferred them to the more popular two

strokes," said former moto cross rider Fisher who has been sidecar road racing for the last seven years.

The engine he uses this year is based on a Suzuki 1127cc K unit that over the winter months has had the cylinder heads gas flowed and skimmed, and has been fitted with Weber carburetors. Robert and Trevor who have been in the team for five years, have developed their own exhaust system with able assistance of mechanic John "Sooty" Reed.

They run the fastest 1990 chassis produced by former sidecar driver Tony Baker from Penrith.

Knight out of the gloom

Talented Chris Knight, who was regarded as a tip for the top by Grand Prix rider Ron Haslam when he tackled his Elf backed Riding Academy, has mustered enough support to get back into racing after a season on the sidelines.

Last year the only race for the 23-year-old rider from Loughborough was the Euro-lantic round at Donington Park. "I simply ran out of funds and reluctantly had to call a halt to racing," said Knight who now returns to contest the seven round Shell Supercup British Supersport 600 Championship with an FZR Yamaha provided by Jim Duffield of Ilkeston based Springfield Leisure, and prepared by Granby Motors Boss, Jack Glover.

Knight started racing in 1987 concentrating on the UK Clubmans races and ending the season by winning the Supersport 600 final at Donington.

The following year he went to the States and achieved excellent results in the USA Supersport series and was looking to a full 1989 British season until the financial blow struck.

"I consider that Chris has the ability to be up with the leaders," said Haslam. "There were a lot of promising riders at the academy and he was certainly one of the best."

The quality of the riders that benefitted from Ron's tuition is underlined by John Reynolds who gave the Nortons a tough time with his Kawasaki at Castle Combe recently.

Trophies for Manufacturers

FOR THE FIRST TIME separate awards are to be made for the leading manufacturers in the championship's 750cc and Supersport 600 classes.

Points will be awarded from 10 down to one for the top 10

finishers in each round and at the end of the series the manufacturers with the highest points total will receive the Shell/Motor Cycle News Trophy.

Matt's fitness fight



Matt Llewellyn is hoping to be fit enough to show his talents this weekend. *Photo by: Keith Martin*

Matt Llewellyn, one of the most promising young riders in the country, is fighting a battle against time to be fit for this weekend. At Castle Combe recently he took a nasty tumble which left him with a dislocated right shoulder and no nail or skin on the third toe of his right foot.

"I might need a skin graft for the right foot but the main problem is that while I can move my shoulder alright I have no strength in it... but I am desperate to do Snetterton. It is the start of the big one and I can't really afford to miss a round."

Highly regarded as a 250 runner last year Llewellyn wanted to stay with the small machine but had to sell it because of a financial situation.

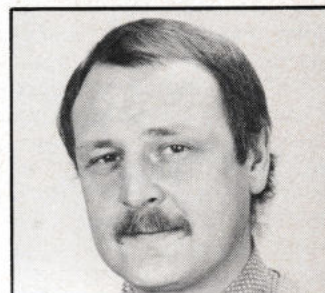
The trial run out at Snetterton, however, showed the 22-year-old had other potential when he scored a fourth and eighth on a four year old FZ 750 loaned by Flitwick Motor Cycles, of Bedfordshire. Even more impressive was his outing at Cadwell Park at the start of the season when, on the same machine, he took a third and fourth place behind

the John Player Special Nortons. In the first race he was not far down on runner-up Trevor Nation and in the second he had gear box problems.

Now Flitwick have offered Llewellyn a year old OWO1 for this season and, having made the transition from 250 to 750 with consummate ease, some good results can be expected once he has had a chance to come to terms with the Yamaha.

And no, the Llewellyns are not Welsh. Matt lives in Glenfield, Leicestershire, and how the family got their surname is lost in the mists of time.

ON AIR



Your commentator today is Fred Clarke.

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The new-look British Championships - What it's all about.

Last year the Shell Oils Supercup set the new standards for British racing, and with its easy-to-follow format was watched by millions on BBC *Sunday Grandstand*. The series regularly took superb racing into the home and attracted many new fans from the legions of armchair viewers.

This season the Auto Cycle Union's official British Championship has been amalgamated with the 'Cup and the result, the Shell Oils Supercup British Championship, has become the country's premier series. It is still tailor-made for television, and six of the championship's seven rounds will be shown on the day by BBC. But the adoption by the ACU of the Supercup for their championships has rejuvenated and given an enhanced structure to their major domestic competition.

With a near £80,000 prize fund at stake and only the country's top riders eligible for entry the championship is, for the first time in many years, the richest and most important of all the home contests.

Apart from a few riders who are committed to European or World Championship events, the entry at Snetterton today reads like the "Who's Who" of British racing. The demand for a ride in the championships has been so heavy that more riders have been turned away than accepted but to ensure that only the best of British racing is presented to the public riders have been accepted according to their known ability based on last season's performances and results.

Preference has been given to British riders competing in World and European championships when the dates don't clash. The new combined competition closely follows the highly successful format of last year's Shell Supercup with the emphasis on simplicity. Riders should rapidly become known to viewers because they will be issued with a number for each class in which they are riding and will retain it throughout the series.

The points scoring system could not be easier, with 10 for first place running down to one point for 10th spot. Such a narrow points band also means that riders can ill-afford to miss a round of the championship or make mistakes.

There will be only five races at each round, all over a minimum of 25 miles. They will be for 125cc, 250cc, Supersport 600, 750cc and for sidecars up to 1300cc with graded riders restricted to 500cc.

No doubt many riders will be disappointed that their favourite class has not been included such as Supersport 400,

Superbikes or the big production classes. But the original aim of the Shell Oils Supercup was to provide quality rather than quantity, with longer races in which riders could pace themselves and make full use of their natural ability. The organisers decided to maintain these high standards this season.

The venues selected to stage the Shell Supercup British Championship are widespread and for the first time are spread over England, Scotland and Wales.

The championship gets its baptism at Snetterton and for the second round switches to another Brands Group circuit, Cadwell Park, Lincolnshire on June 24. The rapidly developing Pembrey circuit, near Llanelli, South Wales, gets its biggest meeting ever with round three of the series on July 1 and then it leaps to Scotland's Knockhill, near Edinburgh, for round four on July 8.

Thruxton, in Hampshire, stages the next round on August 19 with Mallory Park, Leicestershire, being the penultimate venue on September 2. Nearby Donington Park hosts the seventh and final round on September 30.

There is £11,000 at stake at each round of the championship with prize money going down to 20th place in each class plus some valuable crystal trophies and ever welcome champagne courtesy of Moët & Chandon. The series is also supported by *Motor Cycle News*.

The Shell Oils Supercup last year helped make new names, establish others and in one case contribute to the creation of a national hero, at least to motorcycle fans.

Paul Brookes, the young Sheffield rider, shot to prominence when out of the blue he won the Supersport 600 race at

JPS Norton rider Steve Spray became a household name by winning the 1989 Formula One title.

Photo by: John Burness

Cadwell Park in majestic style. He was so little known at the time that event he knowledgeable commentators were, for once, lost for words as Brooks carved through the field. He went on to win the 600 British Championship.

Shipley's Steve Patrickson firmly established himself as a class rider by winning both the 125 and 250cc Supercup championships and this year is proving himself at the highest level in the world championships.

On the occasions Terry Rymer, from Lee Green, London, was able to compete in the Supercup on his Loctite Yamaha - his main target was the world Superbike championship - he showed everyone why he is one of the country's top three riders. Rymer finished second in the F1 750 and third in the Superbike classes.

In his first full season with the John Player Special Norton team Steve Spray, from Nottingham, became a household name as he powered his rotary engine machine to a string of successes which gave him both the Supercup and British Formula One titles.

Just to jog your memories other Supercup champions were Steve Webster in the sidecars, Rodney Knapp in the Supersport 600 and Brian Morrison in the Superbikes.

In the British championships Rob Orme, from Derby, took the 125cc title, Chesterfield's Ian McConnachie the 250 and the open sidecars went to Barry Brindley.

It will be interesting to see if more new names or stars are created in the Shell Supercup British Championship this season. Join us at each round to see British racing at its best and spot the rising stars of the 1990s.



Return to form



Rob in action on a Honda at last year's Eurolantic meeting at Brands Hatch.

Photo by: John Downs

Rob McElnea comes to Snetterton with the best chance in years of recapturing the former glory that made him one of the most feared riders on the British circuits.

Although he made it three TT wins in two years with a victory double in the Isle of Man in 1984, he admits that he has not produced a short circuit performance worthy of a cheer from his fans in seven years.

"The last decent result I had was at Donington Park back in 1983 and I am certainly looking to make amends for that this time," he declared.

Former Grand Prix rider McElnea has this year switched to the World Superbike series and races alongside Londoner Terry Rymer in the Loctite Yamaha team that is managed by his one time rival on the tracks, Steve Parrish.

Scaffolder

The burly 30-year-old one time scaffolder from Scunthorpe was looking to Donington Park again earlier this year as the circuit to re-establish his authority during the second round of the Superbike championship. But that idea was ruined by a back marker who ran him off the track in the first race and a gearbox that cried enough in the second. Since that disappointment McElnea has produced a magnificent fight back and after an overall third place in the West German fourth round a fortnight ago has moved into sixth place in the championship.

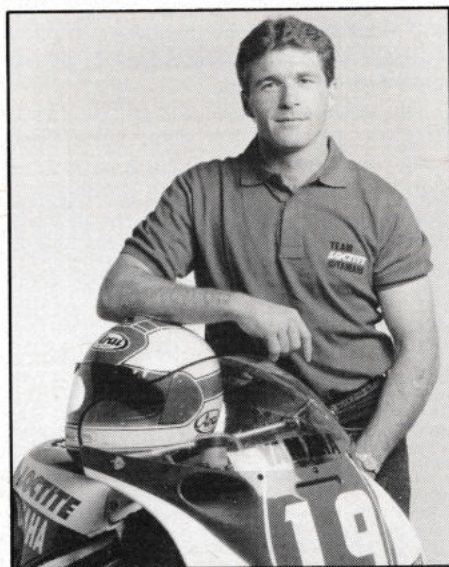
A hard fought second place to champion Fred Merkel was followed by an equally impressive sixth place ride in the second race when only a second covered the first half dozen riders across the line.

"I guess my size hindered me a bit on the fast Hockenheim circuit on that occasion," said the twelve stone, six footer.

McElnea, who first raced a 500cc Grand

Prix bike at Silverstone in 1983, had mixed fortunes on the World Championship front during almost six full seasons that saw him on Suzuki, Yamaha and Honda machines.

After two seasons with the British based Suzuki team he switched to Giacomo Agostini's Marlboro Yamaha team in 1986 and secured fifth place in the championship - his best world rating to date.



He was dropped after a second season with Yamaha and went to join his close friend Texan Kevin Schwantz in the Pepsi Suzuki team.

With no real contract renewal on offer for 1989, McElnea turned his attention to World Superbikes and with a Mitsui Yamaha was set to contest a full series. But then after third place in Hungary at the start of the campaign, he was lured

back to the Grands Prix with an offer from Cabin Honda to replace American Bubba Shobert who was badly injured in a crash at his homeland Laguna Seca circuit.

"I enjoy working with Yamaha's Andy Smith and as things had gone well in my brief encounter with superbikes he agreed to keep the options open for this year," said McElnea. With Cabin pulling out their sponsorship after one season and a general lack of Grand Prix 500cc machines available, a full scale attack on the superbike championship was the clear route for McElnea, who quickly re-opened his link with Smith and Yamaha.

"I must admit I quite enjoy the change," said McElnea. "That is once I got used to walking around a paddock that did not have the same atmosphere as a grand prix. The racing I enjoy much more because with the 500 it was just a matter of going for points while I now have a machine capable of winning."

A win is definitely what McElnea wants today and he is also delighted that an earlier than expected chance to have a crack at the JPS Nortons has presented itself.

"In a way I am glad the Brazilian Superbike round has been called off because I like Snetterton and having the chance to see what the Nortons can produce on a fast circuit," he added.

"Trevor Nation and Steve Spray on the Nortons are going to hard to beat anywhere and especially here."

Convert

Although a convert, McElnea does not think there is any chance of the superbikes taking over from the Grand Prix 500s as the premier world class, at least not in the foreseeable future.

"The organisers have got to take superbikes more seriously, at the moment the events are treated rather like Grands Prix were five years ago," said McElnea. "The riders still take second place to the organisers and in Germany for instance practice times were suddenly altered and in fact sessions were lost. That sort of thing would not be tolerated in the Grands Prix."

He does however consider that the close resemblance between the bikes raced and street machines could strengthen its cause. "The Italian Ducatis are fantastic bikes and they have caught the Japanese napping because superbike results are linked directly with street bike development and sales," he said.

"On the plus side as well there is increasing TV coverage, in Europe at least, for superbikes, the competition is strong and there are plenty of characters like Fred Merkel and fiery Italian Giancarlo Falappa around. My personal view is that it could run alongside the 500 Grand Prix but never take over."

Supercup Superstars...



Former Grand Prix rider Roger Burnett will be one of the main threats to the JPS Nortons. **Photo by:** John Downs

John Player Special Norton riders Steve Spray and Trevor Nation face their toughest test so far this season when they clash with the Loctite Yamahas of Terry Rymer and Rob McElnea in today's opening round of the Shell Supercup British championship.

The only time the black and gold British rotary engined machines have been beaten this year was in the Easter Monday Formula one race at Donington Park when they were kept at bay by grand prix rider Niall Mackenzie who was making a guest appearance on a 750 Mitsui Yamaha.

And this is not just the pair of Yamaha

riding World Superbike championship chasers who have the ability to ruin the Nortons triumphant run.

Formula One world champion Carl Fogarty on the works Honda and his Yorkshire team mate Jim Whitham, former Grand Prix rider from Humberside Roger Burnett now on the Heron Suzuki Superbike, Scot Brian Morrison on the immaculate Tilstons Honda and little Aussie powerpack Paul Lewis, hot foot from his Bank Holiday victory at Brands with his Sports Motorcycles Ducati, are also capable of challenging the Nortons apparent supremacy.

Also impressive this year in the 750cc class are Nottingham rider John Reynolds who gave the Nortons a hard time with his Kawasaki at Castle Combe last month, and Londoner Mark Linscott who took his Yamaha to second place behind Nation a day later at Thruxton.

This first race of seven in this year's premier home championship has also attracted a sparkling line-up of privateers and semi-backed riders who could well be up among the front runners. Lincoln's Mark Phillips and Yorkshireman Nick Jefferies get help from Mitsui Yamaha as does Ray Stringer. Steve Manley from Clacton successfully worked his way to the top of club racing at Snetterton with 99 wins in a season and former Champion of Brands Tim Bourne and his Kent neighbour Gary Weston have already found exciting form this season.

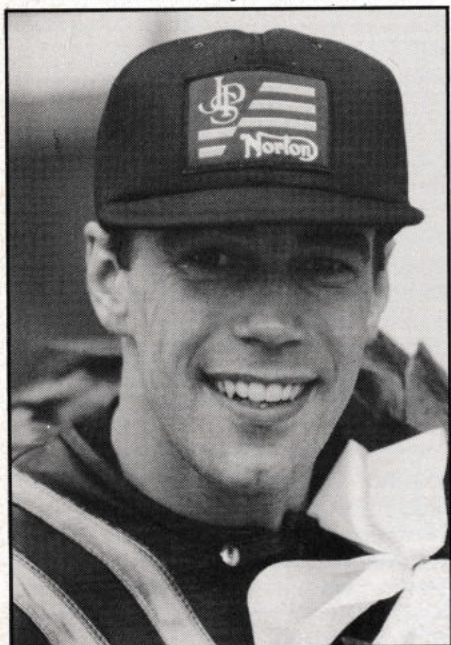
But despite the awe inspiring array of rivals determined to capture his crown, reigning champion Spray is brimful of confidence of starting his defence on a victory note after setting a new unofficial lap record for the new look Snetterton circuit during pre season testing.

"I am out to keep my title, it's my main assignment, and I aim to grab an early lead by winning here today," said the 26-year-old Spray from Gedling, near Nottingham.

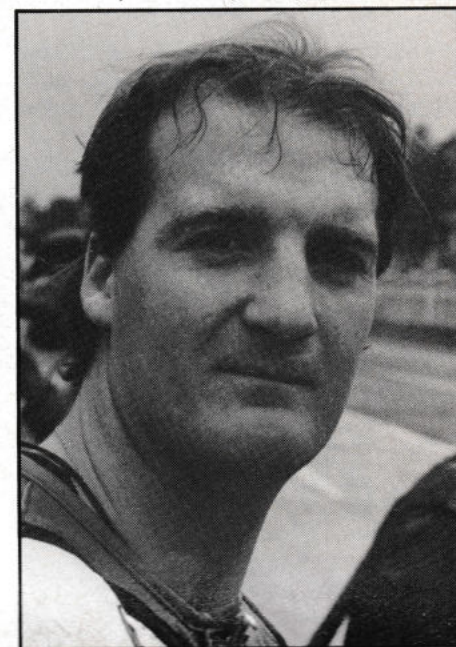
"The track has been altered since I won here last year and set the outright record but the Norton was flying even higher during testing and I feel confident of repeating the winning round."

It is not just the big bikes in the 750cc race that will grab the attention on the 1.949 mile Norfolk circuit because there is the prospect of similar close battles in the first rounds of the British 125cc, 250cc, 600 Supersport and sidecar cham-

Trevor Nation. **Photo by:** Seamus Masters



Mark Phillips. **Photo by:** Perry Sports



pionships.

John Yates had a clean sweep in the 125cc class at Castle Combe and Thruxton in the opening Super five events and he will be looking to that sparkling form to get him on the trail for a first major championship success with his Clay Cross Kawasaki entered Honda.

Ironically he looks set to be given a tough time by his own team mate Ian McConnachie who is taking time off from a European championship campaign to go for home points.

A third Derbyshire rider Bob Orme, second in the smaller Supercup championship last year, is a major threat while Steve Mason from Kniveton could make it a one county battle for first place. No doubt out to break the monopoly will be Leicestershire's Julian Perry, Bedfordshire's Steve Sawford and Welshman Ian Lougher.

McConnachie should again be among the front runners in the 250cc class, in company with Orme and Nigel Bosworth. But the man everyone will have to be aware of is Scot Steve Hislop, the fastest man ever in the Isle of Man TT who is contracted to go for 250cc short circuit honours by Honda. Add Ian Newton, Sawford, former Brands top dog David Heal from Lougher and Graeme Mitchell, who upholds the family name while older brother Kevin is at Misano-contesting the Italian Grand Prix, and their are all the ingredients for a titanic battle for first place.

The 600 Supersport race boasts so much equal rider ability and machine performance equality that the decision in this championship is almost certain to be resolved in the final round.

Arguably one of the most talented young drivers, Sheffield painter and decorator Paul Brookes is struggling to find the form that put him to the fore last year and resulted in him being snapped up by Loctite Yamaha, but if it



Steve Hislop leads Darren Dixon and David Heal in the 250s at Brands Hatch in March.

all comes together for him today the opposition will have to watch out.

His sparring partners of last year, Mike Edwards, the protege of Isle of Man star Charlie Williams, Gary Weston and the bang on from John Reynolds have already snapped in to top gear and riders of the calibre of Whitham, Dean Ashton, Paul Booter and Mark Farmer can not be ruled out as front runners.

Scotland is strongly represented by Jim Moodie, the class champion North of the Border on his CBR Honda.

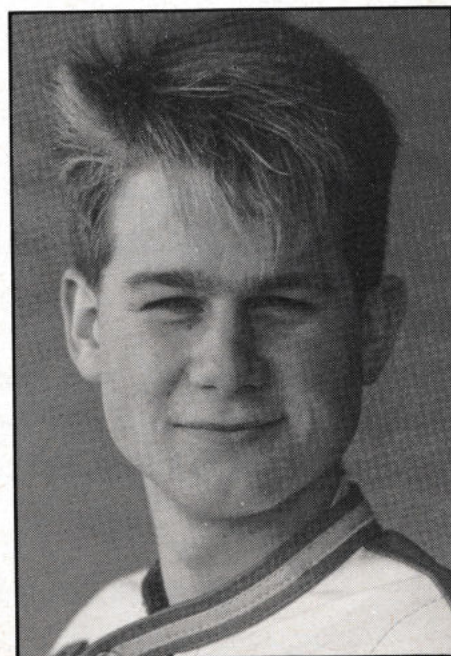
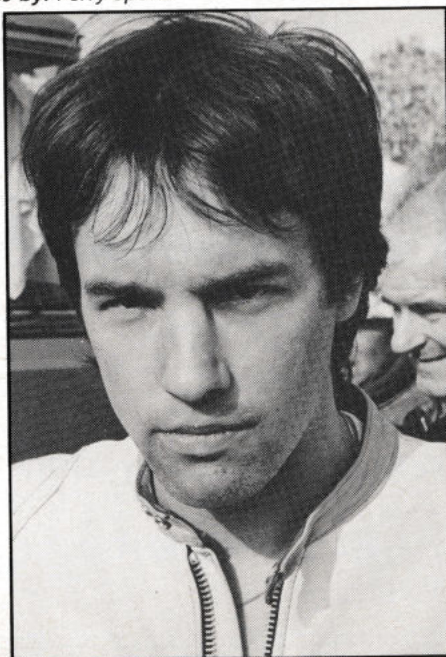
With last year's Supercup winning driver Steve Webster and second placed Barry Brindley away on Grand Prix duty, the sidecar class takes a wide open look.

Favourite must be Cumbrian Robert

Fisher and his passenger Trevor Crone unbeaten on the short circuits with his mighty 1100cc four stroke Suzuki outfit this year and third placed in last year's championship.

Former Formula One car driver and private jet pilot Ian Ashley in his first full season of sidecar racing is already a force to be reckoned with in his Krauser outfit as is Formula Two sidecar champion Derek Brindley who has switched to the open class with a Padgett Yamaha machine, and evergreen Mick Boddice who is destined to be the fastest sidecar driver for ever in the Isle of Man now that the three wheelers at the TT have been limited to 350cc two stroke and 600cc four stroke F2 outfits from this year on.

David Heal, Tim Bourne, Jamie Whitham. Photos by: Perry Sports



**The best drivers
in the world
choose Shell**



SHELL OILS ACU SUPERCUP 750cc TT F1

Grid positions will be determined by timed practice

No	Rider/Home Town	Entrant	Machine
1	Mark Phillips/Lincoln	Harris Yamaha	750 Yamaha
2	Brian Morrison/Kirkcaldy	Drambuie	750 Drambuie
3	Mark Linscott/Nottingham	Lenham Builders	750 Lenham Yamaha
4	Carl Fogarty/Blackburn	Honda Britain	750 Honda
5	Trevor Nation/Salisbury	JPS Norton	588 JPS Norton
6	Steve Chambers/Lincoln		750 Honda
7	Terry Rymer/London	Team Loctite Yamaha	750 Loctite Yamaha
8	Peter Graves/Teddington		750 Honda
9	Roger Burnett/Binbrook	Durex Suzuki	750 Suzuki
11	Brendan Doyle/London		750 Honda
13	Chris White/Barnsley	R G Callows Motorcycles	750 Honda
14	Ray Swann/Luton	Team Aldridge	750 Yamaha
15	Iain Duffus/Kirkcaldy	Wise Biker Warranties	750 Honda
16	John Reynolds/Nuthall	Team Green Kawasaki	750 Kawasaki
17	Ray Stringer/Stoke Golding	Towcester Tuning Shop	750 Yamaha
18	Nick Jeffries/Bradford		750 Motoport Yamaha
19	Rob McElnea/Humberside	Team Loctite Yamaha	750 Loctite Yamaha
20	Steve Spray/Nottingham	JPS Norton Racing	588 JPS Norton
22	Ian Simpson/Dalbeattie	Francis Neill	750 Francis Neill Honda
23	Dean Ashton/Hull	Brian Lynch	750 Lynch Yamaha
24	Paul Lewis/Bollington	Sports Motorcycles	750 Ducati
26	Gary Weston/Ashford	Catt Motorcycles	750 Yamaha
27	Mark Farmer/Crawley	Aldridge Racing	750 Aldridge Kawasaki
28	Matt Llewellyn/Leicester	Flitwick Motorcycles	750 Flitwick
29	Simon Watson/Saffron Walden	Searings (1988) Ltd	750 Yamaha
31	Steve Williams/Llantwit Major	Dennis Trollope Racing	750 DTR Yamaha
32	Dave Redgate/Orpington	Mobike Bromley	750 Yamaha
33	Tim Bourne/Ashford	Bromley Haulage	750 Yamaha
35	Phillip McCallen/Portadown	Honda Britain	750 Honda
36	Michael Swann/Belfast		750 Honda
39	Micky Davidson/Kingston	Brookvex Communications	750 Yamaha
41	David Pickworth/London	Follett Bimota	750 YB4 Bimota
42	Alex Buckingham/Barnstaple	TVM	750 TVM Yamaha
43	Tim Poole/Northwich	Poole Plumbing and Heating	750 Suzuki
44	David Crampton/Methley	Tillston Motorcycles	750 Tillston Honda
45	Dennis Irvine/Ellon		750 Hillview Yamaha
46	John Lofthouse/New Moston	Rochdale Suzuki	750 Honda
47	Martin James/Coventry		750 Yamaha
48	Simon Beck/Preston		750 Honda
49	Richard Bowring/London		750 Honda
50	Richard Defago/Oxsted		750 Honda
51	Chris Morris/Llanelli	C & R Builders	750 Honda
52	Paul Deavin/Rochford	Fox's Workshop	750 Kawasaki
53	Simon Bastow/Batley	Honda Britain	750 Suzuki
69	James Whitham/Crosland Moor		750 Honda

Row 1

Row 2

Row 3

Row 4

Row 5

Row 6

Row 7

Row 8

Row 9

Lap Record

To be established

RESULTS

1st 20 2nd 7 3rd 19 4th 24 5th 17 6th 2 7th 6 8th 9 9th 1 10th 14 11th 26 12th 23
 Winner's Time 14.30.9 Speed 94.76 mph Fastest Lap: No 69 Time 1.12.98 Speed 96.14 mph

RACE 1 15 LAPS



FACT FILE

Organised by: Auto Cycle Union

Sponsored by: Shell Oils, with support from *Motor Cycle News*

Specification: Solo machines 701 - 750cc four stroke, 751 - 1000cc four stroke twin cylinder (including the rotary Norton) complying with FIM regulations for Formula One machines.

Awards: At each round prize money will be presented to the top 20 finishers on the basis £600-£400-£300-£240-£200-£180-£160-£140-£120-£110-£70-£70-£70-£70-£40-£40-£40-£40-£40-£40.

Points system: Points will be awarded to the top ten finishers on the basis 10-9-8-7-6-5-4-3-2-1. All rounds to count.

Qualifying rounds: May 20, Snetterton; June 24, Cadwell Park; July 1, Pembrey; July 8, Knockhill; August 19, Thruxton; September 2, Mallory Park; September 30, Donington Park.

SNETTERTON RESTAURANT AND BAR OPENING TIMES

TYRRELLS

8.00am-1/2 hour before last race finishes

11.00am-1/2 hour before last race finishes

Open all day for soft drinks, sandwiches, films, etc

CLUBHOUSE BAR

11.00am-9.00pm (approx)

Breakfast

Lunch

Kiosk

Bar

RACE 2 15 LAPS



FACT FILE

Organised by: Auto Cycle Union

Sponsored by: Shell Oils, with support from *Motor Cycle News*

Specification: Solo machines 80 - 125cc two stroke, 1 cylinder maximum, 6 gears maximum, minimum weight 65kg.

Awards: At each round prize money will be presented to the top 20 finishers on the basis £300-£200-£150-£130-£110-£90-£70-£60-£50-£40-£35-£35-£35-£35-£25-£25-£25-£25-£25.

Points system: Points will be awarded to the top ten finishers on the basis 10-9-8-7-6-5-4-3-2-1. All rounds to count.

Qualifying rounds: May 20, Snetterton; June 24, Cadwell Park; July 1, Pembrey; July 8, Knockhill; August 19, Thruxton; September 2, Mallory Park; September 30, Donington Park.

SHELL OILS ACU SUPERCUP 125cc GP

Grid positions will be determined by timed practice

No	Rider/Home Town	Entrant	Machine
2	Graham Harknett/Cheshunt	Nordsee Racing	125 Dymax
3	John Yates/Chesterfield	Clay Cross Kawasaki	125 Honda
4	Ian McConnachie/Ashover	Clay Cross Kawasaki	125 Honda
5	Ian Newton/Claybrow		125 Honda
6	Rob Orme/West Hallam	Clarke Racing/Ron Bromley	125 Spondon Honda
7	Steven Lawton/Oldham		125 Honda
8	Kris Galtowicz/Coventry	Brian Collinson	125 Wicks/Colson
9	Ian Lougher/Cardiff	Weeden Classic Restorations	125 TWS
10	Julian Perry/Hinckley		125 Honda
11	Kevin Mawdsley/Blackpool	Mill Tavern Racing	125 Honda
14	Steven Mason/Ashbourne	Mayfield Landscapes	125 Honda
15	Steve Sawford/Tempsford	St Neots Motorcycles	125 Honda
16	Alan Patterson/Co Antrim		125 Honda
17	Robert Dunlop/Ballymoney	P J O'Kane Haulage	125 O'Kane Honda
19	Ray Murphy/Belfast	S M Motorcycles	125 Honda
21	Ray McCombe/Larne		125 Honda
22	David Lemon/Ballywalter	Mayfield Landscapes	125 Honda
23	Chris Palmer/Carlisle		125 Honda
24	Darren Martin/Leicester	John Davies Racing	125 Honda
25	Dave Marston/Blackfordby	M G B Racing Combine	125 Honda
26	Mark Harrison/Northwich	M A P Distribution	125 Honda
27	Stuart Nicholls/Boston		125 Honda
28	Frank Duffy/Greenford		125 Honda
30	Mark Carkeek/Kettering		125 Honda
31	Doug Flather/Liversedge	Nick Carpenter Technology	125 Honda
32	Martin Pollard/Otley		125 Honda
33	Nick Turner/Croydon		125 Honda
35	Steve Thompson/Worthington	John Davies	125 Honda
36	Simon Vanderplant/Romsey	Roger Barrett Motorcycles	125 Honda
37	Dave Brown/Norden		125 Honda
38	Patrick Corrigan/Preston		125 Honda
39	Phil Armes/Norwich	Branchand Ltd	125 Honda
44	Ian Emberton/Leeds	Eddys Motorcycles	125 Honda
45	Dave Collinson/Poynton		125 Honda
49	John Barton/Rochester		125 EMC Rotax
51	Colin Belcher/Caterham		125 Honda
52	Mark Taylor/Eynsham		125 Honda
53	Ian Bennett/Prestwood	London Suzuki Centre	125 Hossack Rotax
54	Roger Lee/Welwyn Garden City	The Software Construction Company	125 Honda
55	Paul Hart/Redcar		125 Honda
56	Martin Cox/King's Lynn		125 Honda
57	David Fabian/Kettering		125 Colson
58	David James/Wisbech	David Basson Electrical Engineers	125 Honda
59	Simon Westwood/Towcester	Refresh Water Filtration Systems	125 Honda
60	Steve Kibble/Wickford	Steve China	125 Honda
61	Terry Wales/Ely		125 Honda
62	Ian Howarth/Norwich		125 Honda

Row 1	.....
Row 2	.....
Row 3	.....
Row 4	.....
Row 5	.....
Row 6	.....
Row 7	.....
Row 8	.....
Row 9	.....

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

SHELL OILS ACU SUPERCUP 600cc SUPERSPORTS

Grid positions will be determined by timed practice

No	Rider/Home Town	Entrant	Machine
1	Mike Edwards/Wigan	Charlie Williams/BM Commercials	600 Williams Yamaha
2	Brian Morrison/Kirkcaldy	Drambuie	600 Drambuie Yamaha
3	John Yates/Chesterfield	Clay Cross Kawasaki	600 Kawasaki
5	Phil Borley/Southend	Julian Soper Motorcycles	600 St Neots Yamaha
7	John Roach/Crawley	Team Green David Brown	600 Kawasaki
8	Peter Graves/Teddington		600 Yamaha
9	Rodney Knapp/London	Durex Suzuki	600 Durex Suzuki
10	Paul Brookes/Sheffield	Team Astralite	600 Loctite Yamaha
11	Brendan Doyle/London	Taria Racing	600 Yamaha
12	Howard Selby/Eastlothiam	J S Gedge	600 Yamaha
14	Ray Swann/Luton	Team Aldridge/Luton Insulation Services	600 Yamaha
16	John Reynolds/Nuthall	Kawasaki Motors UK Ltd	600 Kawasaki
17	Adam Lewis/Northampton		600 Yamaha
18	Nick Jeffries/Bradford		600 Motoport Yamaha
19	Rory Thomson/Larbert	Carrick Motorcycles	600 Yamaha
20	Brian Nicholson/London	G W Racing Photography	600 Honda
21	Jim Moodie/Glasgow		600 Yamaha
22	Ian Simpson/Dalbeattie	Francis Neill Racing	600 Carrick Yamaha
23	Dean Ashton/Hull	Brian Lynch	600 Yamaha
25	Glen English/Chelmsford	Aldridge Racing	600 Aldridge Yamaha
26	Gary Weston/Ashford	Capp Motorcycles	600 Yamaha
28	Trevor (Jim) Clow	Hinckley	600 Yamaha
29	David Stirling/Ballymoney	Roger Marshall	600 Yamaha
30	Francis Williamson/Liss	Mrs M F Lance	600 Yamaha
31	Adrian Squirrell/Ipswich		600 Yamaha
32	John Corrin/Southport		600 Yamaha
33	Mark Farmer/Crawley		600 Yamaha
34	Paul Booler/Market Harborough	Harborough Bike Centre	600 Yamaha
36	Michael Swann/Belfast		600 Yamaha
37	Steve Ives/Hyde	Motorcycle Centre	600 Yamaha
38	Chris Knight/Loughborough		600 Yamaha
45	Roger Milne/Boroughbridge	Veco Automotive Ltd	600 Yamaha
46	John Lofthouse/New Moston	Rochdale Suzuki	600 Honda
47	John Burgess/Thornton Heath	Team Green David Brown	600 Kawasaki
48	Sean Waller/Cleethorpes	George Petch Wheels	600 Yamaha
49	Jason Emmett/Finchampstead		600 Yamaha
50	Mark Forsyth/Millfield		600 Mitsui Yamaha
51	David Black/Isle of Man		600 Yamaha
52	Peter Ashbolt/Rochford		600 Yamaha
53	Andrew Murphy/York		600 Yamaha
54	Simon Sawford/Rotherham		600 Yamaha
55	Ian Courts/Erith	Tillston Motorcycles	600 Yamaha
56	Doug Harris/Cleveland	Bob Jackson Motorcycles	600 Yamaha
57	Ian Scott/Burneside		600 Honda
59	Steve Wright/Tadcaster		600 Yamaha
60	Russ Aldous/Blackfen	Team Green David Brown	600 Kawasaki
61	Jim Hodson/Wigan	Greens of Blackrod	600 Yamaha
69	James Whitham/Crosland Moor	Honda Britain	600 Honda

Row 1	.....
Row 2	.....
Row 3	.....
Row 4	.....
Row 5	.....
Row 6	.....
Row 7	.....
Row 8	.....
Row 9	.....
Lap Record	To be established

RACE 3 15 LAPS



FACT FILE

Organised by: Auto Cycle Union

Sponsored by: Shell Oils, with support from *Motor Cycle News*

Specification: Solo machines 401 - 600cc four stroke only, 4 cylinders maximum, 6 gears maximum, complying with ACU Supersport regulations.

Awards: At each round prize money will be presented to the top 20 finishers on the basis £300-£200-£150-£130-£110-£90-£70-£60-£50-£40-£35-£35-£35-£35-£25-£25-£25-£25-£25.

Points system: Points will be awarded to the top ten finishers on the basis 10-9-8-7-6-5-4-3-2-1. All rounds to count.

Qualifying rounds: May 20, Snetterton; June 24, Cadwell Park; July 1, Pembrey; July 8, Knockhill; August 19, Thruxton; September 2, Mallory Park; September 30, Donington Park.

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 15 LAPS



FACT FILE

Organised by: Auto Cycle Union

Sponsored by: Shell Oils, with support from *Motor Cycle News*

Specification: Solo machines 201 - 250cc two stroke, 2 cylinder maximum, minimum weight 90kg.

Awards: At each round prize money will be presented to the top 20 finishers on the basis £500-£350-£260-£200-£180-£160-£140-£125-£110-£100-£50-£50-£50-£50-£25-£25-£25-£25-£25.

Points system: Points will be awarded to the top ten finishers on the basis 10-9-8-7-6-5-4-3-2-1. All rounds to count.

Qualifying rounds: May 20, Snetterton; June 24, Cadwell Park; July 1, Pembrey; July 8, Knockhill; August 19, Thruxton; September 2, Mallory Park; September 30, Donington Park.

SHELL OILS ACU SUPERCUP 250cc GP

Grid positions will be determined by timed practice

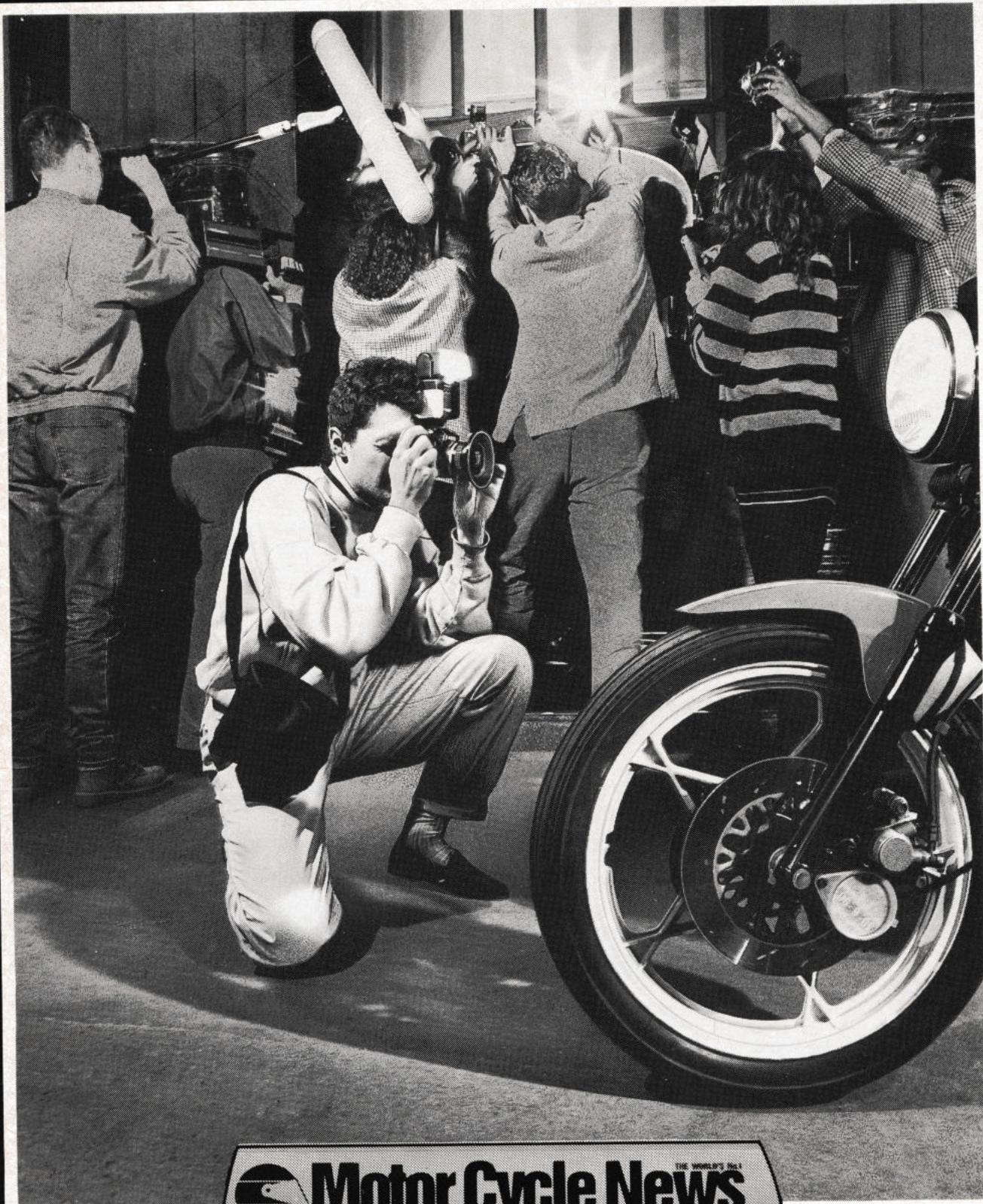
No	Rider/Home Town	Entrant	Machine
2	Nigel Bosworth/Stoke Golding	Keppel Racing/SS Engineering	250 Aprilia
3	Kevin Mitchell/Burton-on-Trent	D Gallacher/B & M Motorcycles	250 B & M Yamaha
4	Ian McConnachie/Ashover	Clay Cross Kawasaki	250 Aprilia
5	Ian Newton/Claybrow		250 Yamaha
6	Rob Orme/West Hallam	Clarke Racing/Ron Bromley	250 Spondon Honda
8	Steve Hislop/Hawick	Honda Britain	250 Honda
9	Ian Lougher/Cardiff	Weeden Classic Restorations	250 Yamaha
10	Martyn Jupp/Cannock	Binks Bullows Ltd	250 Yamaha
11	Kevin Mawdsley/Blackpool	Mill Tavern Racing	250 Rotax
12	Alan Carter/Brighouse	Honda Britain	250 Honda
14	Graham Taylor/Edinburgh	Nordsee Racing	250 Aprilia
15	Steve Sawford/Tempsford	St Neots Motorcycle Co	250 Yamaha
16	Alan Patterson/Crumlin		250 Aprilia
17	Mark Barker/Corringham	Keppel Racing	250 Yamaha
18	Woolsey Coulter/Portadown	QUB	250 QUB Yamaha
19	Dave Wisdom/Coventry		250 Aprilia
20	David Heal/Hailsham		250 Yamaha
21	Gary Thrush/Leeds	Tillston Motorcycles	250 Yamaha
22	Phillip McCallen/		
23	Tom Hutton/Bristol	Steve Hornby	250 Yamaha
24	Mark Westmorland/Hull		250 Yamaha
25	Mick Otter/Rotherham		250 Rotax
26	Tim Couzens/Oakham		250 Yamaha
27	Graham Holland/Pamber Heath	Meakin Building Supplies	250 Meakin Yamaha
28	Gerry Brennan/Belfast		250 Yamaha
29	Geoff Swann/Belfast		250 Yamaha
30	Graeme Mitchell/Preston	Outhwaite Bishop Racing	250 Yamaha
31	Greg Ramsey/Methven		250 Honda
32	Terry Sanders/Market Rasen	Dave Bexson Racing	250 Yamaha
33	Nick Turner/Croydon		250 Yamaha
34	Paul Booter/Market Harborough	Harborough Bike Centre	250 Yamaha
35	Conor Brennan/London	Quicksilver	250 Yamaha
36	Mark Harrison/Northwich	MAP Distribution	250 Yamaha
37	Ian Taylor/Barnsley		250 Yamaha
38	Barry Stanley/Burton-on-Trent	Adams & Teale Building Contractors	250 Rotax
39	Stephen Johnson/Witley Bay		250 Yamaha
40	Darrell Higgins/Melksham	Dennis Trollope Racing	250 Yamaha
41	Ian Dugdale/Alvanley	Fibre and Furnaces Ltd	250 Maxton Yamaha
42	Jon Peerless/Bristol	Hillmans Motorcycles	250 Rotax
44	John Gaine/Langley Mill	Ron Haslam	250 Yamaha
45	Sean Emmett/Weybridge	Terry Cornford (Brooklyn Salvage)	250 Brooklyn Exactweld
46	Dave Needham/Thurlybalford	Bob Heath Visors	250 Honda
47	Steve Bateman/Fordingbridge	Padgbury Motor Co	250 Padgbury Yamaha
48	Gary Naylor/Leyland		250 Yamaha
49	John Barton/Rochester		250 Yamaha
50	John Brooks/Derby		250 Yamaha
51	Nigel Hansen/Banchory	Kingswells Bodybuilders	250 Yamaha
52	Rob Johnson/Weybridge		250 Johnson Rotax
53	Philip Bottomley/Congleton	Weatherbarsills Ltd	250 Armstrong
54	Mark Linton/Guildford	Cranleigh Motorcycles	250 Yamaha
55	Paul Streets/Bromley	West One Couriers	250 Yamaha
56	Royston Keen/Aldbourn	Favermay	250 Yamaha
57	Simon Needham/Alford		250 Yamaha
58	Darren Dixon/Folkestone	Padgetts Batley	250 Honda

Row 1	
Row 2	
Row 3	
Row 4	
Row 5	
Row 6	
Row 7	
Row 8	
Row 9	

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



Motor Cycle News

THE WORLD'S No. 1

THE WORLD'S NUMBER ONE BIKE PAPER

**IT'S ONLY NEWS
WHEN IT'S MOTOR CYCLE NEWS.**

RACE 5 15 LAPS



FACT FILE

Organised by: Auto Cycle Union

Sponsored by: Shell Oils, with support from *Motor Cycle News*

Specification: 401 - 1300cc, 4 cylinders maximum, 6 years maximum, minimum weight 180kg.

Awards: At each round prize money will be presented to the top 20 finishers on the basis £500-£350-£260-£200-£180-£160-£140-£125-£110-£100-£50-£50-£50-£50-£25-£25-£25-£25-£25.

Points system: Points will be awarded to the top ten finishers on the basis 10-9-8-7-6-5-4-3-2-1. All rounds to count.

Qualifying rounds: May 20, Snetterton; June 24, Cadwell Park; July 1, Pembrey; July 8, Knockhill; August 19, Thruxton; September 2, Mallory Park; September 30, Donington Park.

SHELL OILS ACU SUPERCUP SIDECARS

Grid positions will be determined by timed practice

No	Rider/Passenger/Home Town	Entrant	Machine
4	Clive Stirrat/Worthing Simon Prior		500 LCR
6	Mark Reddington/Stourbridge Robert Parker	Interlink Express Parcels Ltd	500 Krauser
7	Eddy Wright/Saxton Stephen Campbell	Eddys Motorcycle Centre	500 LCR Krauser
10	Paul Atkinson/Knaresborough Tony Atkinson		500 LCR Krauser
11	Derek Brindley/Bawtry Nick Roche		500 Padgett Yamaha
14	Robert Fisher/Pica Trevor Crone	Express Tyre Service Lockerbie	1100 Baker Suzuki
15	Mick Thompson/Honeydon Ian Stapleton	T S Racing	700 Yamaha
16	Mike Smith/Clifton Kevin Webster		500 LCR
21	Barry Laidlow/Penrith Andrew Hetherington		500 Yamaha
22	Ian Ashley/Gayton Chris Founds		500 LCR Krauser
23	David Molyneux/Ballaugh Alan Langton		500 Yamaha
24	Geoff Thomas/Shrewsbury Ian Gaunt		1100 Suzuki
25	George Hardwick/Weston-Super-Mare Doug Jewell		500 Windle Krauser
26	Dennis Brown/Scotland Billy Nelson		700 LCR
27	Martin Murphy/Belfast John Cushnahan		700 LCR Yamaha
28	Vincent Butler/Brackley Shaun Buck	Curtis Transport	500 WR Yamaha
29	Jim Norbury/Castleford Norman Elcock	Lockside Engineering	500 LCR Lockyam
30	Vic Jefford/Leyburn Peter Hill	Claire Richardson/Lynne Young	700 Baker Yamaha
31	John Cable/Meopham Chris Plant	London Town Despatch	500 Windle Yamaha
32	Roger Body/Meopham Andy Peach	Hall Aggregates SE Ltd	700 LCR Yamaha
33	Andy Westhead/Blyton Bernard Thear		700 Yamaha
34	Brian Reeves/Biddenden Dave Fordham		700 Windle
35	Stuart Hall/Hingham Lee Eastell		700 Yamaha
36	Alf Whisker/Northfleet Tom Pettman		700 LCR
37	Phil Balment/Leicester TBA	Leicester Toyota	700 LCR Yamaha
38	Ray Burrows/Littlehampton Paul Cleaves		750 Yamaha
39	David Kimberley/Leamington Spa David Beards		1000 Seymaz Yamaha
40	Alan Budge/Teyside David Mitchell		1127 Jacobs
41	Colin Rust/Louth Tony Hewitt		588 Norton Windle
42	Ward Scarth/York Lin Scarth		700 Windle Yamaha
43	Bob Munro/Bridge of Don David Samuel		1052 Rumble
44	Geoff Bell/Bedlington Jim Cochrane		700 Yamaha
45	Darren Dixon/Folkestone Sean Dixon	Padgetts Batley	700 Yamaha
46	Andrew Gaunt/Ripon Peter Neasham		700 Yamaha

Row 1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Lap Record To follow
Row 2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Row 3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Row 4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Row 5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Row 6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Row 7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Row 8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Row 9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

RESULTS

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

Kevin Schwantz enjoyed his day out at Donington

Join him again this year on Sunday
August 5



Shell

British Motorcycle Grand Prix



Britain's rounds of the
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Friday and Saturday
August 3/4, 1990

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1989**

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Ticket Order Form (Postage applications accepted up to July 24th only. Personal applications and Credit Card Bookings accepted up to August 1st. Full ticket prices apply after July 31st)

	NO.	ADVANCE PRICE	TOTAL £
SEASON TICKET TRACKSIDE ENCLOSURES	ADULT	£27
AUGUST 3/4/5 (All Practice Days and Race Day)	CHILD	£3
WEEKEND TICKET TRACKSIDE ENCLOSURES	ADULT	£22
AUGUST 4/5 (Final Practice and Race Day)	CHILD	£3
FOLLOWING TICKETS ONLY APPLY TO RACE DAY - AUGUST 5 (All 4 Grand Prix Races from 11.30am)			
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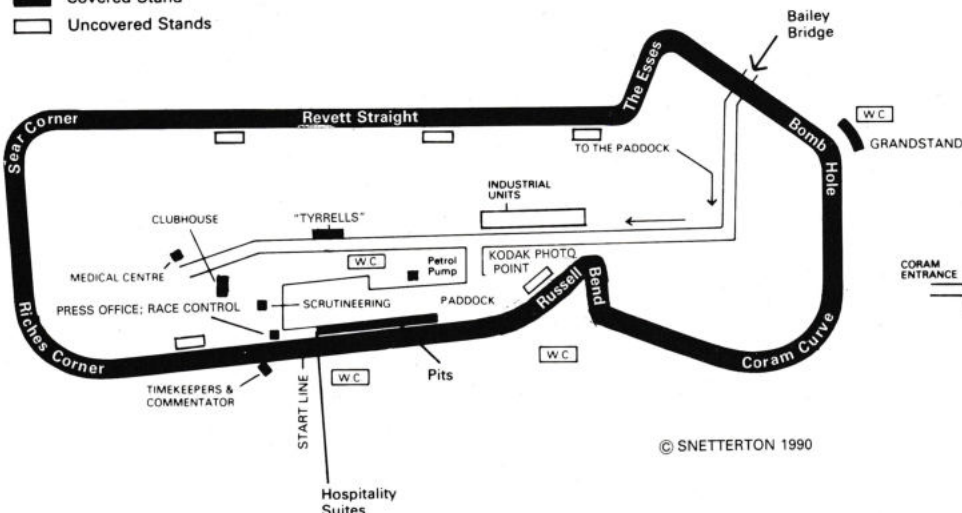
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Snetterton Circuit

Circuit Length: 1.949 miles (3.137 kms)

■ Covered Stand
□ Uncovered Stands



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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 Notice: The public are not permitted in the areas where these notices are displayed. The fences are there for protection, and any persons found trespassing, or wilfully damaging trees, fences, etc., will be prosecuted by Brands Hatch Limited.

The promoters reserve the right without notice to make any alteration in the race programme.

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1 Lap = 1.949 miles

Lap Speed Table

Time ms	Speed mph	Time ms	Speed mph	Time ms	Speed mph	Time ms	Speed mph	Time ms	Speed mph	Time ms	Speed mph	Time ms	Speed mph
0:57.0	123.09	1:03.4	110.67	1:09.8	100.52	1:16.2	92.08	1:22.6	84.94	1:29.0	78.84	1:34.6	74.17
0:57.2	122.66	1:03.6	110.32	1:10.0	100.23	1:16.4	91.84	1:22.8	84.74	1:29.2	78.66	1:34.8	74.01
0:57.4	122.24	1:03.8	109.97	1:10.2	99.95	1:16.6	91.60	1:23.0	84.53	1:29.4	78.48	1:35.0	73.86
0:57.6	121.81	1:04.0	109.63	1:10.4	99.66	1:16.8	91.36	1:23.2	84.33	1:29.6	78.31	1:35.2	73.70
0:57.8	121.39	1:04.2	109.29	1:10.6	99.38	1:17.0	91.12	1:23.4	84.13	1:29.8	78.13	1:35.4	73.55
0:58.0	120.97	1:04.4	108.95	1:10.8	99.10	1:17.2	90.89	1:23.6	83.93	1:30.0	77.96	1:35.6	73.39
0:58.2	120.56	1:04.6	108.61	1:11.0	98.82	1:17.4	90.65	1:23.8	83.73	1:30.2	77.79	1:35.8	73.24
0:58.4	120.14	1:04.8	108.28	1:11.2	98.54	1:17.6	90.42	1:24.0	83.53	1:30.4	77.62	1:36.0	73.09
0:58.6	119.73	1:05.0	107.94	1:11.4	98.27	1:17.8	90.19	1:24.2	83.33	1:30.6	77.44	1:36.2	72.94
0:58.8	119.33	1:05.2	107.61	1:11.6	97.99	1:18.0	89.95	1:24.4	83.13	1:30.8	77.27	1:36.4	72.78
0:59.0	118.92	1:05.4	107.28	1:11.8	97.72	1:18.2	89.72	1:24.6	82.94	1:31.0	77.10	1:36.6	72.63
0:59.2	118.52	1:05.6	106.96	1:12.0	97.45	1:18.4	89.49	1:24.8	82.74	1:31.2	76.93	1:36.8	72.48
0:59.4	118.12	1:05.8	106.63	1:12.2	97.18	1:18.6	89.27	1:25.0	82.55	1:31.4	76.77	1:37.0	72.33
0:59.6	117.72	1:06.0	106.31	1:12.4	96.91	1:18.8	89.04	1:25.2	82.35	1:31.6	76.60	1:37.2	72.19
0:59.8	117.33	1:06.2	105.99	1:12.6	96.64	1:19.0	88.82	1:25.4	82.16	1:31.8	76.43	1:37.4	72.04
1:00.0	116.94	1:06.4	105.67	1:12.8	96.38	1:19.2	88.59	1:25.6	81.97	1:32.0	76.27	1:37.6	71.89
1:00.2	116.55	1:06.6	105.35	1:13.0	96.12	1:19.4	88.37	1:25.8	81.78	1:32.2	76.10	1:37.8	71.74
1:00.4	116.17	1:06.8	105.04	1:13.2	95.85	1:19.6	88.15	1:26.0	81.59	1:32.4	75.94	1:38.0	71.60
1:00.6	115.78	1:07.0	104.72	1:13.4	95.59	1:19.8	87.92	1:26.2	81.40	1:32.6	75.77	1:38.2	71.45
1:00.8	115.40	1:07.2	104.41	1:13.6	95.33	1:20.0	87.71	1:26.4	81.21	1:32.8	75.61	1:38.4	71.30
1:01.0	115.02	1:07.4	104.10	1:13.8	95.07	1:20.2	87.49	1:26.6	81.02	1:33.0	75.45	1:38.6	71.16
1:01.2	114.65	1:07.6	103.79	1:14.0	94.82	1:20.4	87.27	1:26.8	80.83	1:33.2	75.28	1:38.8	71.02
1:01.4	114.27	1:07.8	103.49	1:14.2	94.56	1:20.6	87.05	1:27.0	80.65	1:33.4	75.12	1:39.0	70.87
1:01.6	113.90	1:08.0	103.18	1:14.4	94.31	1:20.8	86.84	1:27.2	80.46	1:33.6	74.96	1:39.2	70.73
1:01.8	113.53	1:08.2	102.88	1:14.6	94.05	1:21.0	86.62	1:27.4	80.28	1:33.8	74.80	1:39.4	70.59
1:02.0	113.17	1:08.4	102.58	1:14.8	93.80	1:21.2	86.41	1:27.6	80.10	1:34.0	74.64	1:39.6	70.45
1:02.2	112.80	1:08.6	102.28	1:15.0	93.55	1:21.4	86.20	1:27.8	79.91	1:34.2	74.48	1:39.8	70.30
1:02.4	112.44	1:08.8	101.98	1:15.2	93.30	1:21.6	85.99	1:28.0	79.73	1:34.4	74.33	1:40.0	70.16
1:02.6	112.08	1:09.0	101.69	1:15.4	93.06	1:21.8	85.78	1:28.2	79.55				
1:02.8	111.73	1:09.2	101.39	1:15.6	92.81	1:22.0	85.57	1:28.4	79.37				
1:03.0	111.37	1:09.4	101.10	1:15.8	92.56	1:22.2	85.36	1:28.6	79.19				
1:03.2	111.02	1:09.6	100.81	1:16.0	92.32	1:22.4	85.15	1:28.8	79.01				

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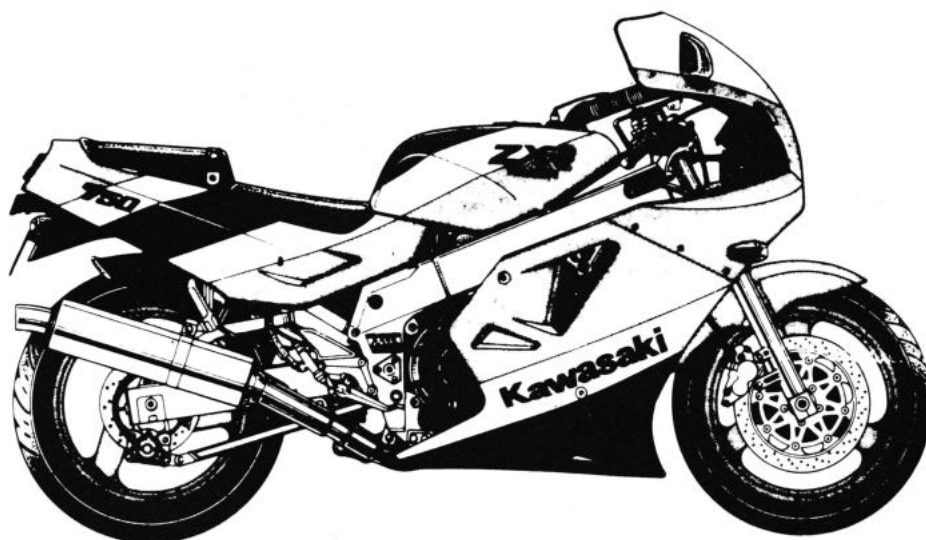
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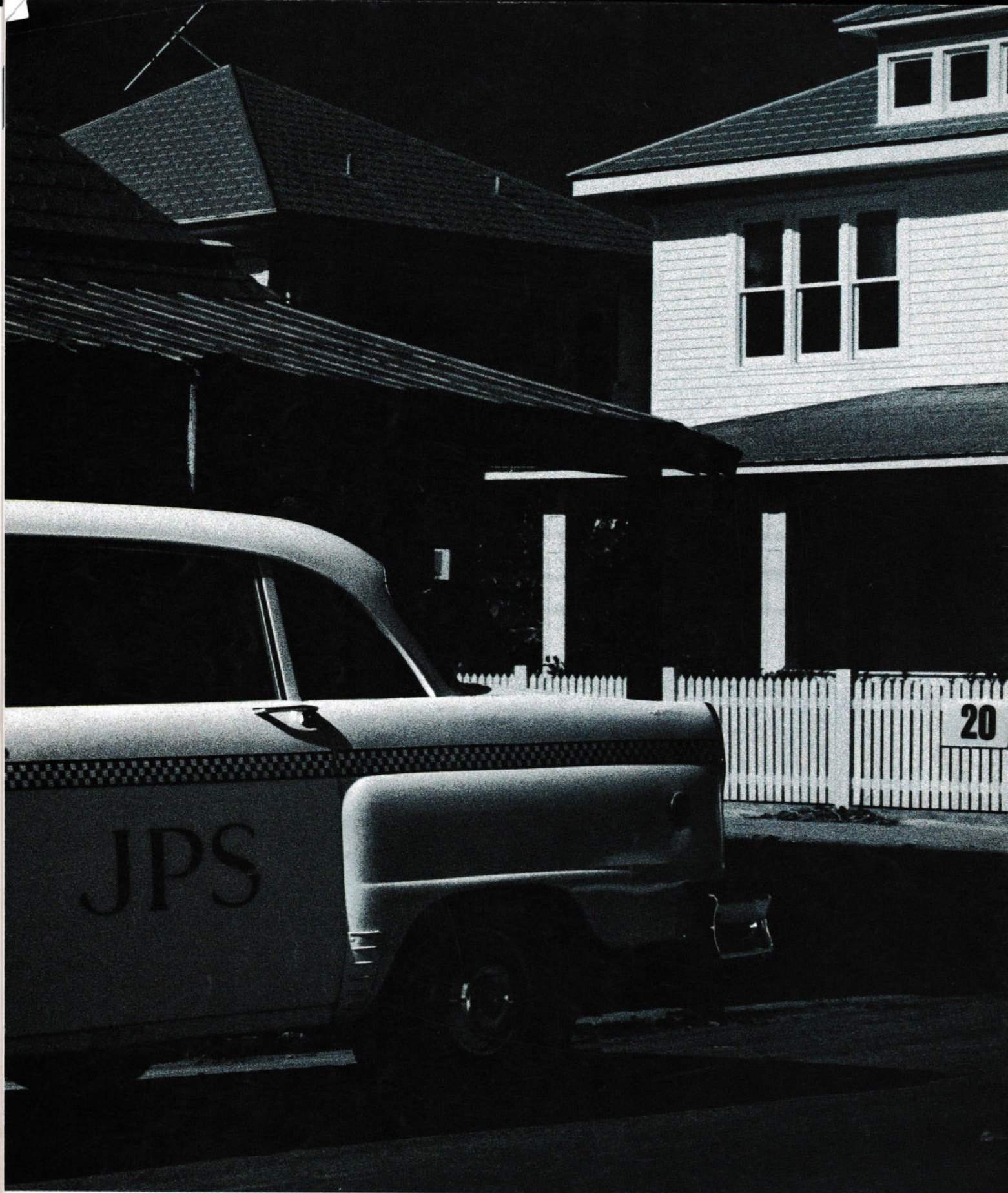


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