



# SHELL SUPERCUP

ACU BRITISH CHAMPIONSHIP

Supported by



## 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



Organised by



Promoted by



**SUNDAY**  
**19th AUGUST, 1990**  
**OFFICIAL**  
**PROGRAMME**  
**£1.50**



# Honda Racing Corporation use and approve Shell Oils for their World Championship Road Race and Motocross Teams



## Racing Ahead

**THE NEW ERA MOTOR CYCLE CLUB**  
A National Competition to be held under the National Sporting Code & Standing Regulations of the Auto Cycle Union and the Supplementary Regulations of the New Era Motor Cycle Club.

### THRUXTON

Permit No. ACU 859

Sunday 19th August, 1990

PCL No. 011

## SHELL SUPERCUP FOR THE ACU BRITISH CHAMPIONSHIP

### Round 5

#### OFFICIALS OF THE MEETING:

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Clubs: Alan Howlett, Neville Goss  
Southern Centre ACU: Chris Fletcher

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Jim Parker

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This programme is edited by Turnbull/Brown Associates for the publishers Two Four Sports Limited, printed by Impress (Leicester) Limited and photoset by Studio Photoset, Leicester.

#### PRACTICE - UNTIMED

250cc Grand Prix 09.05-09.15

750 - Formula One 09.15-09.30

CHURCH BREAK - NO ENGINES MAY BE

RUN BETWEEN 09.30 AND 10.30

Sidecars 10.30-10.45

SuperSport 600 10.50-11.05

125cc Grand Prix 11.10-11.25

#### PRACTICE - TIMED

250cc Grand Prix 11.30-11.45

750 - Formula One 11.55-12.10

Sidecars 12.15-12.30

SuperSport 600 12.35-12.50

125cc Grand Prix 12.55-13.10

#### LUNCH BREAK

**Race One** - 250cc Grand Prix to assemble at 13.10 - Commences 13.30

#### RACE PROGRAMME

RACE	CLASS	LAPS	START METHOD	START TIME
ONE	250cc Grand Prix	15	Clutch	13.30
TWO	750 - Formula 1	15	Clutch	14.10 approx
THREE	Sidecars	15	Clutch	15.00 approx
FOUR	SuperSport 600	15	Clutch	15.50 approx
FIVE	125cc Grand Prix	15	Clutch	16.30 approx

#### FRONT PAGE PHOTO-GRAPHS:

Top: Brian Morrison on his Dambuie Honda - getting among the works teams in the 750cc Championship.

Middle: Championship leader Terry Rymer leads Steve Spray (JPS Norton), Jim Whitham (Durex Suzuki) and Loctite Yamaha team mate Rob McEneaney.

Bottom: Steve Hislop heading the 250cc championship with his Honda.

#### Conditions of Admission

##### WARNING TO THE PUBLIC

**MOTOR SPORT IS DANGEROUS AND ALL PERSONS ATTENDING THIS MEETING DO SO ENTIRELY AT THEIR OWN RISK.**  
It is a condition of admission that all persons having any connection with the promotions and/or organisation and/or conduct of the meeting, including the owners of the land and the drivers and owners of the vehicle and passengers, are absolved from all liability arising out of accidents causing damage or personal injury (whether fatal or otherwise) however caused to spectators or tickets holders.

**ANIMALS ARE NOT ADMITTED to the circuit or paddock car parks.**

##### Postponement of the Meeting

The club reserves the right to postpone or cancel all or any part of the Meeting.

##### Programme Copyright

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##### Car Park Conditions

Vehicles are taken into the car park on condition that the Club and Circuit company shall not be liable for loss or damage to the vehicle, or to any part or accessory thereof, or to any animal or thing left in or about or with any vehicle, in whatever way or by whatever means such loss or damage may be caused.





## Welcome to the Fifth Round of the 1990 Shell Supercup for the ACU British Championship



In bringing the British Championship together with the Shell Supercup series we have, I believe, created the most exciting and prestigious Championship ever in British Motorcycle Road Racing.

The ACU together with the Circuit owners and organisers have worked hard to build a structure that makes British Champion a true title in World Road Racing.

We welcome the continued support of Motor Cycle News who are providing the series both race previews and reports as well as sponsoring the 250cc Supercup races.

Of the rounds so far, all four have attracted large crowds and equally exciting racing has been experienced at the circuits. We trust today that this will continue at Thruxton.

The success of the Shell Supercup is a just reward for all the hard work by the ACU, the Promoters, organising clubs, marshals and officials. I take this opportunity to wish all competitors and spectators a safe and enjoyable day's racing.

*David Thomas*

**DAVID THOMAS**  
MANAGER, SHELL MOTORSPORT

### FLAG SIGNALS

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

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

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

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

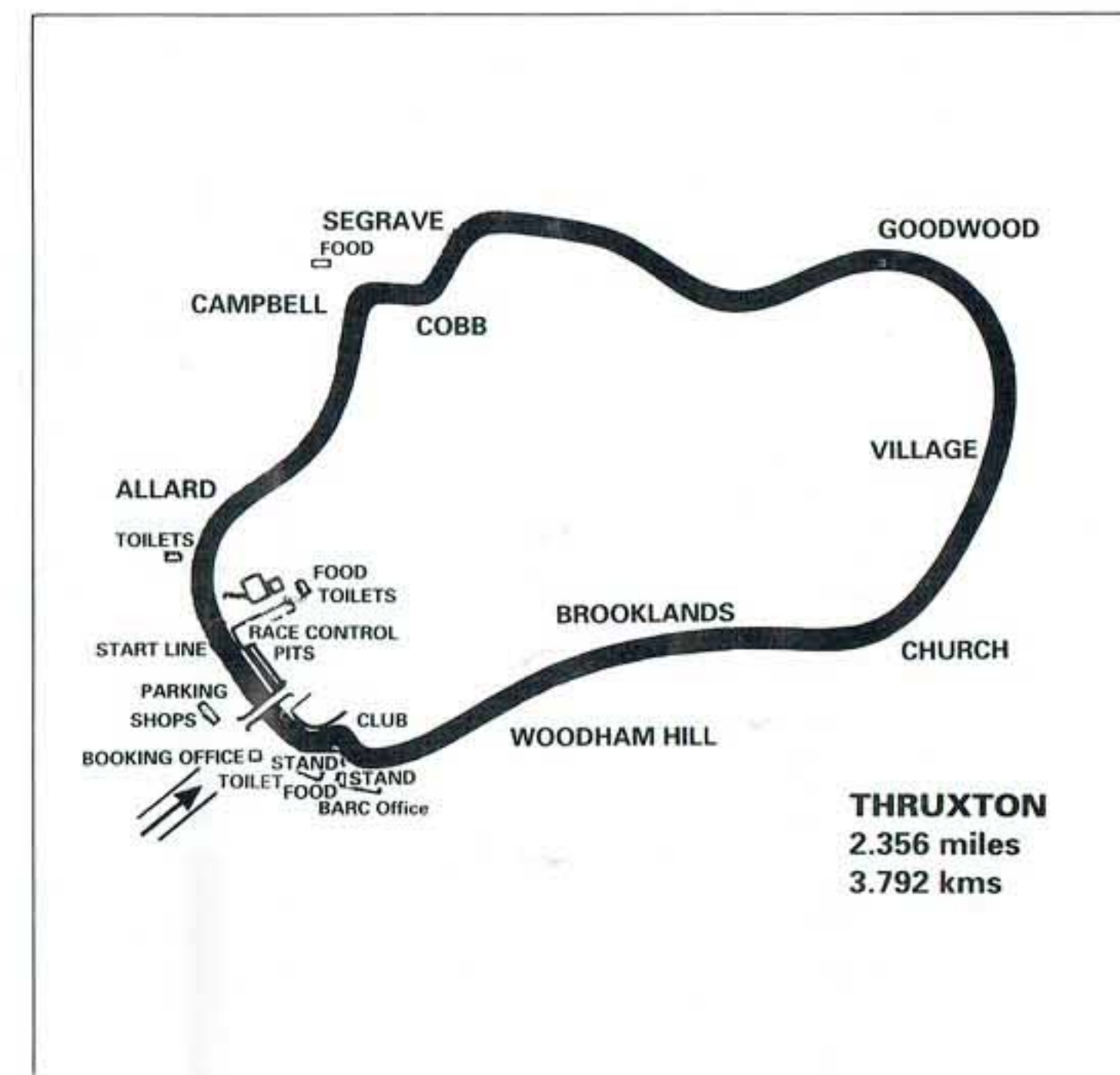
**Green:** Course clear. Used on marshal's posts to indicate their position to riders on the first lap of all practice sessions. Also shown immediately after the post where a yellow flag has been shown to indicate circuit now clear ahead.

**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 ride has passed.



### THE CHAMPIONSHIPS

*The Shell Supercup British Championships are an amalgamation of last year's made-for-television Shell Oils Supercup and the ACU British Championships. It is now the country's premier series and carries a total prize fund of nearly £80,000 with £11,000 and valuable crystal at stake at each of the seven rounds.*



Rob McElnea out to back up the championship efforts of his Loctite Yamaha team mate Terry Rymer by keeping the JPS Nortons at bay.



Trevor Nation out to get himself into contention with a win on his home circuit.



# Spray's last chance as Rymer powers ahead

**Steve Spray needs to regain the sparkling form that made him a 1989 double British champion if he is going to set up a serious challenge to retain the Shell Supercup title.**

The JPS Norton rider from Nottingham goes in to today's crucial fifth round of the series, that incorporates the British Championships, trailing leader of the 750cc pack, Londoner Terry Rymer by ten points.

Spray suffered a major setback to his chances at the proceeding round in Scotland just over a month ago when gearing problems made it impossible for him to better eighth place at Knockhill, and now he does not hide the fact that he faces a tough assignment.

"I have got a lot of ground to make up and with only three rounds to go it means I just have to win here," he said. "The good thing is that the fast, open Thruxton circuit is ideal for the rotary engined Norton." Just the same 29-year-old Spray will have to brush aside the memories of his Superfive outing here at Thruxton in April when he crashed in the early stages of the Formula One race and suffered a general knock-about. "I hurt from my toes to the top of my head," he recalls.

Twenty-three-year-old Rymer from Barnehurst with two wins from four rounds to his credit proved he is going to be a tough man to beat when he dominated the support Superbike event during the Shell British Grand Prix at Donington Park with his Loctite Yamaha. "This is an important championship and it is my priority to win it," declared Rymer who missed the Austrian round of the World Superbike Series to maintain his attack on the home championship at Pembrey last month.

A convincing championship win would certainly help Rymer in his determined bid to get the recognition of a 500cc world championship team. "I want to go grand prix racing and all my efforts are being channelled in that direction," he said.

Adding strength to the Loctite Yamaha onslaught is former grand prix rider, now leading World Superbike campaigner Rob McElnea who hoisted himself in to Supercup contention with second place at Knockhill. He missed the Pembrey round and is still kicking himself for falling off in the second round while leading at a wet Cadwell Park.

"Obviously missing a round of such a short series ruins the title chances but I am looking to a top three place at the end of the day," said Humbersider McElnea from Gainsborough.

Spray's support in the black and gold Norton line-up comes from local hero, the big man from Wiltshire Trevor Nation, who recently moved from his home in Salisbury to base himself in Hinckley.

"The reason for that was to be nearer the Norton race shop in the Midlands," he explained. "Just the same I still regard Thruxton as my home circuit and the place where I would like to win a big race."

Nation has not had the best of luck in the Supercup series and was lucky to grab just one point in Scotland as he battled against the Norton gearing problem on the tight circuit. But he did crack back in to top form at the recent Race of Aces meeting at Snetterton when he clocked up three wins from three starts.

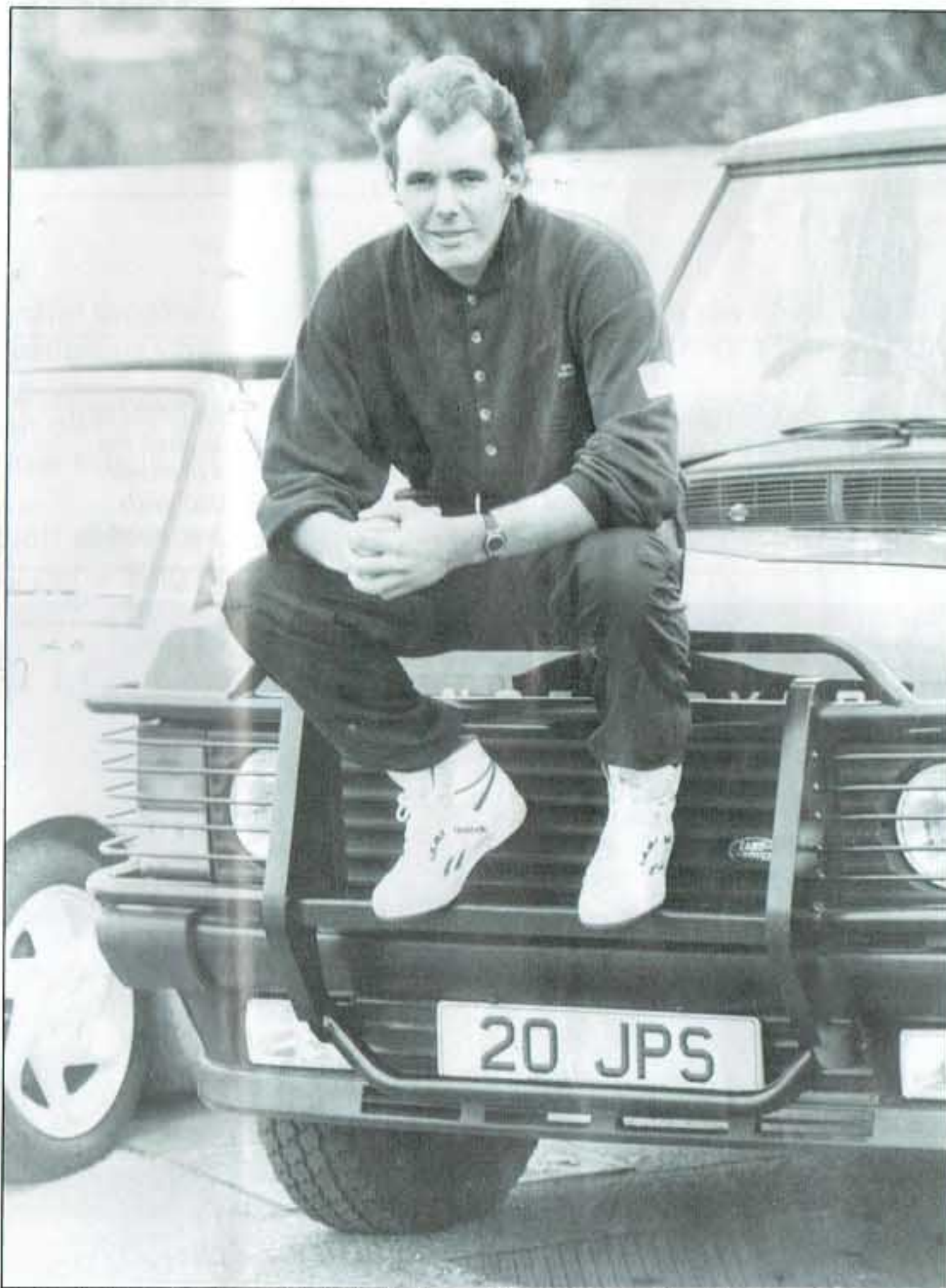
He will certainly be out today to make amends for a disappointing Ulster Grand Prix last weekend when he was put out of the F1 world round by engine failure leav-

ing Ulsterman Robert Dunlop to keep the Norton flag flying high with second place to his brother Joey.

One rider who is making the going tough for the official team men, is former Scottish champion Brian Morrison. The 29-year-old rider from Kirkcaldy is poised in a strong second place, eight points behind leader Rymer and two up on Spray.

Winner of the British Superbike and Senior Stock championships in 1988, the ex-official Honda team rider is now campaigning his own RC30 Honda with the backing of Drambuie and is confident he can keep up the pressure on the Yamaha and Norton riders.

Carl Fogarty from Blackburn who clinched his third successive Formula One



Steve Spray who races his JPS Norton with a number 20 plate, faces the last chance to stay in title contention.

world title last month, has not been able to contest all the Supercup rounds but he proved he is still a threat to the leaders when he popped in a victory with his Honda at Knockhill. "I can't win the championship but I can set about beating the champion who ever it turns out to be," said the Lancastrian who has just taken the first steps into Grand Prix racing.

Yorkshireman Jim Whitham who switched from Suzuki to Honda Britain this season is still looking for a major breakthrough as is the man who took over the Durex Suzuki seat, Humbersider Roger Burnett. If things do come together for them today they are both capable of causing an upset among the higher ranks of the championship.

Steve Chambers, from Saxilby, Lincs, and young Scot Ian Simpson who was second in the Superbike race run during the Dutch TT Speedweek at Assen should also be among the top placemen in this fifth round.

Fastest man ever round the Isle of Man TT Mountain Course, talented Scot Steve Hislop has built up a commanding lead in the 250cc championship with his Honda and will be out to continue on the winning line that he established at his home round.

He holds an eleventh point advantage over Ulsterman Woolsey Coulter and Yorkshireman Alan Carter who share second place. Coulter made his impression when he won the second round while Carter with two wins has suffered for his lack of consistency. Arguably one of the world's best 250cc riders Carter is held back by machine failures and a shortage of funds.

Just one point behind the second placed pair comes Martyn Jupp, the Yamaha

rider from Cannock who has shot in to contention with second places at Pembrey and Knockhill and who will no doubt be aiming to build on his run of form.

Also capable of being with the leaders are Kevin Mitchell who takes time off from his Grand Prix commitments on a Yamaha, Nigel Bosworth if he can get his Aprilia sorted out, Ron Haslam's protegee John Gaine who was second at Cadwell and consistent Steve Sawford from Bedfordshire on his St Neots Motor Cycles Yamaha.

Close competition is at its best in the Supersport 600 class and although Nottingham's John Reynolds has a seven point lead on a Kawasaki his number one position is far from safe.

Kent's Gary Weston in second place has won two rounds on his Yamaha and third placed Steve Ives has kept in the running with two runner-up slots. Mike Edwards and the Kirkcaldy duo of Morrison and Ian McDonald are on hand to challenge and all must be ready for a counter attack from Whitham who claimed maximum points in Scotland on a Honda.

"It was my first win, and in fact my first score in the series, but I am certain I can make up a lot of ground in the last three rounds," he said.

With track conditions causing the cancellation of the Cadwell round, the 125cc contenders face an even tighter fight out. Derbyshire's Ian McConnachie, aiming to get back in to world championship racing via the Euro series, looked favourite when he set the pace in the opening round but now the Clay Cross Kawasaki teamster is being held by Ian Newton, winner of the last two rounds.

Rob Orme is good enough to beat both of them as is McConnachie's team mate John Yates who has yet to make an impression on the Supercup title chase. Ulstermen Alan Patterson and Robert Dunlop who won the 125cc Ulster GP, are in the running and watch for a possible break from Staffordshire rider George Bedford, younger brother of the impressive Alex Bedford who has quit the scene.

Grand Prix contender Barry Brindley takes time off from his busy world schedule in a bid to get his first points of the series. "I couldn't contest all the rounds this year but it is important to be involved in the top British championships," said the title holder.

Brindley will also use the meeting to get his Fowlers of Bristol Yamaha powered machine set-up in readiness for next Sunday's Czechoslovakian Grand Prix at Brno. "We have not had the best of seasons but things are coming together at last," said Brindley.

Brother Derek, last year's F2 sidecar champion, with passenger Nick Roche holds a strong third place behind leaders by one point Robert Fisher and Trevor Crone and surprise pair of the series Vic Jefford and Pete Hill. Jefford with three second places is determined to get his first maximum score with his two stroke Yamaha sponsored by Lynn Young and Claire Richardson, but that means beating the rapid four stroke Suzuki of Fisher which has provided two wins.

Kenny Howles and Steve Pointer are also likely to take time off from GP duties to try and improve their position and the Dixon brothers, Darren and Sean, are good enough to beat the lot on their Padgett Yamaha outfit.

## Champion Fogarty hits the Grand Prix trail

**Three times Formula One world champion Carl Fogarty is back in the big four stroke action this weekend after a two round flirtation in the world of Grand Prix racing with a dramatically contrasting 500cc two-stroke.**

The 23-year-old rider from Blackburn got the big break when he was selected to take over the factory ROC Honda in the absence, through injury of Italian Pier Francesco Chili.

His GP debut in the Shell British Grand Prix at Donington Park turned out to be a nightmare when he crashed out of seventh place on the third lap but there was a vast improvement in his fortunes in last Sunday's Swedish Grand Prix at Anderstorp.

After qualifying in an unimpressive eleventh place Fogarty hit back in the 30 lap race when he lapped over half a second faster than his best qualifying time.

After dropping Spaniard Juan Garriga on the Ducados Yamaha in the early stages he came out on top of a near race long battle for sixth place with experienced Frenchman Jean Phillippe Ruggia on a factory Gauloises Yamaha.

"I had never raced a 500cc machine before those Grand Prix outings," said Fogarty. "The difference between the 750 and the Grand Prix bike is astounding".

There is every chance that Fogarty will be riding the Honda again in next Sunday's Czechoslovakian Grand Prix because there is only an outside chance that Chili will be fit enough to make a return.

Serge Rosset, boss of the ROC Honda team, said that he was impressed with Fogarty's ability. "I was pleased with his performance in Sweden and think he would be a good Grand Prix team rider. He was under a lot of pressure at Donington and the crash should not be held against him," he said.





# Back on form Morrison haunts top riders

Brian Morrison, once the scourge of Britain's top riders, has returned to haunt the home-based works teams as a privateer, after a season he would rather forget about, or at least most of it.

A tall, taciturn Scot, from Kirkcaldy, Morrison was the sensation of the season in 1988 when he and his RC30 Honda seemed unbeatable. There was hardly a major event or trophy that was safe as the 28 year old swept over the border to plunder the English prize funds.

Apart from a host of individual races he won the British Superbike and Seniorstock championships and a TT Production race. Morrison was the man of the moment, the rider everyone else was out to beat. It was all heady stuff, a far cry from the days when he was leader of the pack burning rubber with his Ducati cafe racer on the home-town roads.

By the time Morrison hit the headlines in England he had already served an arduous apprenticeship in Scotland and it all came about in a most innocuous way.

"One of my pals asked me to go to a local track to watch a bike meeting. I wasn't keen but went along anyway. When I saw the racing I said to my friend 'That's rubbish I could do better myself'. From that moment on I forgot about racing around the streets, I had begun to realise how stupid and dangerous it was, and concentrated on track racing."

Success was not long in coming to Morrison but it was in 1984 that he really began to make his mark by taking the Scottish Production championship on a Suzuki 1100. Two years later again on 750 and 1100 Suzukis he took the Junior, Senior and Premier Scottish championships.

The following year he won the Metzeler 1300cc Production title which set him up for '88, the year he was without peer. But it all went a little sour last season when

he was invited to join the Honda Britain team.

"Things just didn't work out," said Morrison, "and I had a relatively poor year, one I'd rather forget, but not as bad as some would have you believe. According to the knockers '88 was a flash in the pan and I was now showing my true form. Compared to the previous year overall it was a bad die but people tend to forget I still won the televised Supercup Superbike series and finished second in the TT behind Hislop becoming only the second rider, after Steve, to put up a 120mph lap.

Now Morrison is back on his own, happy and setting off alarm bells amongst his rivals. He is lying second in the Shell 750cc British Championships progressively improving his placings as well as his confidence.

He is obviously enjoying his racing which, by the way, has nothing to do with the fact that his chief sponsor is Drambuie. Morrison is not a drinking man, but fortunately he occasionally has a

sample for his non-riding friends who enjoy a wee tippie.

He is equipped with a brace of standard RC30's... "just the same as any bloke could buy over the counter. There are no trick bits or factory parts so I am down on power compared with the works machines," said Morrison.

"What I lack in power I have to try and make up on corners and braking but one of the big problems I have is getting the suspension set up right. There is just enough test time to do it properly."

But Morrison is a realist and knows that to get good results at the highest level even great riders have to be equipped with works machines.

"I have done some world superbike championship rounds and it is really hard work going up against works bikes but I still intend to do the Australian and New Zealand rounds at the end of the year. As a pro rider you have to go out and do your job."

He is doing his job so well that once again Morrison is a force to be reckoned with.



## SHELL SUPERCUP 250cc GP - 15 LAPS

No.	Rider	Hometown	Entrant	Machine
3	Kevin Mitchell	Burton on Trent	Medd Bros.	Yamaha
4	Ian McConnachie	Chesterfield	Clay Cross Kawasaki	Aprilia
5	Ian Newton	Skelmersdale		Yamaha
6	Rob Orme	West Hallam	Clarke Racing/Ron Bromley	Yamaha
8	Steve Hislop	Denholm	Honda Britain	Honda
10	Martyn Jupp	Cannock		Yamaha
12	Alan Carter	Brighouse	Honda Britain	Honda
15	Steve Sawford	Sandy	St. Neots Motorcycle Co Ltd	Yamaha
16	Allan Patterson	Co. Antrim	Brian Grant Commercial	Aprilia
17	Mark Barker	Gainsborough	Keppel Racing	Yamaha
18	Woolsey Coulter	Portadown		Yamaha
20	David Heal	Hailsham		Yamaha
21	Gary Thrush	Leeds	Tillstons Motorcycles	Yamaha
23	Tom Hutton	Bristol	Steve Hornby	Yamaha
25	Mick Otter	Rotherham		Rotax
26	Tim Couzens	Oakham		Yamaha
27	Graham Holland	Basingstoke	Meakin Building Supplies	Yamaha
30	Graeme Mitchell	Preston	Outhwaite Bishop Racing	Yamaha
31	Greig Ramsay	Methven		Honda
34	Paul Booler	Mkt Harborough	Bike Centre - Mkt Harboro'	Yamaha
35	Conor Brennan	London	Quicksilver	Yamaha
39	Stephen Johnson	Whitley Bay	Johnson Vision	Yamaha
40	Darrell Higgins	Melksham	Dennis Trollope Racing	Yamaha
41	Ian Dugdale	Alvanley	Fibre & Furnaces (UK) Ltd	Yamaha
42	Jon Peerless	Bristol	A. Blackman	Rotax
47	Steve Bateman	Congleton	Padgbury Motor Co Ltd	Yamaha
53	Eugene McManus	Randalstown	P. J. O'Kane Haulage	Yamaha
61	James Hodson	Wigan	Greens of Blackrod	Armstrong
70	Phil Bottomley	Congleton	Weatherbar Sills Ltd.	Yamaha
71	Royston Keen	Marlborough	Favermay	Yamaha
72	John Gainey	Langley Mill		Yamaha
73	Philip McConaghy	Manchester	McConaghy Racing	Honda
74	Paul Streets	Bromley	West One Racing	Yamaha
75	Peter Knight	Felixstowe	Scorpio Racing & Promotions Ltd	Yamaha
76	Mark Walker	Chippenham		Yamaha
77	Darren Dixon	Dover	Padgett of Batley	Honda
78	Joe Mitchison	Doncaster		Rotax
79	Dave Birch	Sutton in Ashfield	Stud Weld Pro UK	Yamaha
80	Nigel Froud	Maidstone		Yamaha
81	Neil Richardson	Buckingham		Yamaha
82	John Gainey	Langley Mill		Yamaha
83	Steve Dowey	Reading		Honda
84	Adrian Clarke	Langley Mill	VHE Group Barnsley	Yamaha
85	Gavin Lee	Southampton	Rob Wilsher Motorcycles	Yamaha
86	Gary Naylor	Leyland		Yamaha
87	Nigel Hanson	Blanchory	Puty Tat Racing Ltd	Yamaha

### GRID POSITIONS

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

Lap Record: Kevin Mitchell (Yamaha) 1m 23.40s, 101.70mph (April 1990)

### RESULTS

1st 4 2nd 12 3rd 61 4th 39 5th 8 6th 34 7th 27 8th 5 9th 17 10th 85 11th 13 12th 47  
 Winner's Time 18.56.78 Speed 89.53 mph Fastest Lap: No. 4 Time 1.42.17 Speed 92.02 mph



Kevin Mitchell - taking time off from his Grand Prix schedule to go for Supercup glory.

### CHAMPIONSHIP POSITIONS 250cc GRAND PRIX

	S	C	P	K	T		S	C	P	K	T
1 S. Hislop	9	8	8	10	35	15 T. Couzens	1	3	0	1	5
2 W. Coulter	8	10	6	0	24	D. Dixon	3	2	0	0	5
A. Carter	10	0	10	4	24	17 N. Bosworth	0	0	0	4	4
4 M. Jupp	0	5	9	9	23	18 D. Heal	0	0	0	3	3
5 S. Sawford	7	0	5	7	19	19 P. McManus	0	0	0	2	2
6 S. Johnson	5	0	3	6	14	I. Dugdale	2	0	0	0	2
7 P. Booler	6	4	0	0	10	21 G. Mitchell	0	1	0	0	1
8 J. Gainey	0	9	0	0	9	S - Snetterton; C - Cadwell; P - Pembrey; K - Knockhill.					
9 G. Ramsey	0	0	0	8	8						
10 I. McConnachie	0	0	7	0	7						
I. Lougher	0	7	0	0	7						
12 K. Mitchell	0	6	0	0	6						
M. Barker	0	0	1	5	6						
I. Newton	4	0	2	0	6						

## RACE 1



SHELL SUPERCUP  
BRITISH CHAMPIONSHIP

Motor Cycle News

### FACT FILE

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.



## SHELL SUPERCUP 750cc FORMULA 1 – 15 LAPS

No.	Rider	Hometown	Entrant	Machine	cc
1	Mark Phillips	Eagle	Harris Yamaha	Yamaha	750
2	Brian Morrison	Kirkcaldy	Drumbaie	Yamaha	750
3	Mark Linscott	London	Lenham Builders	Yamaha	750
4	Carl Fogarty	Blackburn	Honda Britain	Honda	750
5	Trevor Nation	Hinckley	JPS Norton Racing	Norton	588
6	Steve Chambers	Saxilby	Leese's Haulage	Honda	750
7	Terry Rymer	Royston	Team Locitite Yamaha	Yamaha	750
9	Roger Burnett	Binbrook	Durex Suzuki	Suzuki	750
13	Chris White	Barnsley		Honda	750
14	Ray Swann	Luton	Luton Insulation Service/ Team Aldridge	Yamaha	750
16	John Reynolds	Nottingham	Kawasaki Motors UK	Kawasaki	750
17	Ray Stringer	Stoke Golding	Towcester Tuning Shop	Yamaha	750
19	Rob McElnea	Royston	Team Locitite Yamaha	Yamaha	750
20	Steve Spray	Nottingham	JPS Norton Racing	Norton	588
22	Ian Simpson	Dalbeattie		Honda	750
23	Dean Ashton	Hull	Lynch Painting	Yamaha	750
24	Paul Lewis	Macclesfield	Sports Motorcycles	Ducati	750
26	Gary Weston	Ashford	CAT M/Cs	Yamaha	750
27	Mark Farmer	Crawley		Kawasaki	750
28	Matt Llewellyn	Glenfield	Flitwick Motorcycles	Flitwick	750
29	Simon Watson	Saffron Walden	Searings Motorcycles	Yamaha	750
31	Steve Williams	Llantwit Major	DTR	Yamaha	750
32	Dave Redgate	Orpington	Capp Walker Supplies Ltd	Yamaha	750
33	Tim Bourne	Ashford	Groundwork Southeast/ Bromley Haulage	Yamaha	750
39	Micky Davidson	Kingston upon Thames	Brookvex Communications	Yamaha	750
69	James Whitham	Huddersfield	Honda Britain	Honda	750
70	Richard Defago	Oxted		Honda	750
71	Chris Moins	Morfa Llanelli	C & R Builders	Honda	750
72	Iain Challinor	Stafford	Price Racing	Honda	750
73	Brett Sampson	Plymouth		Honda	750
74	Martin James	Coventry		Yamaha	750
75	John Lofthouse	Manchester		Honda	750
76	Dennis Irvine	Ellon		Yamaha	750
77	Andy Ward	Selby		Yamaha	750
78	Alex Buckingham	Barnstaple	TVM	Yamaha	750
79	David Morris	Southampton	Chrysalis Racing	Honda	750
80	David Pickworth	London	Follett Bimota	Bimota	750
81	Paul Paddock	Llanelli	C & R Builders	Honda	750
82	Simon Bastow	Batley		Suzuki	750
83	Paul Brown	Southsea		Kawasaki	750
84	Doug Randall	Newbury	'Best of Bikes', Newbury	Suzuki	750
85	Colin Gable	Andover		Honda	750

### GRID POSITIONS

```
Row 1      .....XXXXXXXXXXXXX.....XXXXXXXXXXXXXXXXXXXXX.....XXXXXXXXXXXXXXXXXXXXX.....XXXXXXXXXXXXXXXXXXXXX.....
Row 2      .....XXXXXXXXXXXXXXXXXXXXX.....XXXXXXXXXXXXXXXXXXXXX.....XXXXXXXXXXXXXXXXXXXXX.....XXXXXXXXXXXXXXXXXXXXX.....
Row 3      .....XXXXXXXXXXXXXXXXXXXXX.....XXXXXXXXXXXXXXXXXXXXX.....XXXXXXXXXXXXXXXXXXXXX.....XXXXXXXXXXXXXXXXXXXXX.....
Row 4      .....XXXXXXXXXXXXXXXXXXXXX.....XXXXXXXXXXXXXXXXXXXXX.....XXXXXXXXXXXXXXXXXXXXX.....XXXXXXXXXXXXXXXXXXXXX.....
Row 5      .....XXXXXXXXXXXXXXXXXXXXX.....XXXXXXXXXXXXXXXXXXXXX.....XXXXXXXXXXXXXXXXXXXXX.....XXXXXXXXXXXXXXXXXXXXX.....
Row 6      .....XXXXXXXXXXXXXXXXXXXXX.....XXXXXXXXXXXXXXXXXXXXX.....XXXXXXXXXXXXXXXXXXXXX.....XXXXXXXXXXXXXXXXXXXXX.....
Row 7      .....XXXXXXXXXXXXXXXXXXXXX.....XXXXXXXXXXXXXXXXXXXXX.....XXXXXXXXXXXXXXXXXXXXX.....XXXXXXXXXXXXXXXXXXXXX.....
```

Lap Record: Steve Spray (Norton) 1m 21.1s, 104.58mph (August 1989)

## RESULTS

1st 7 2nd 5 3rd 69 4th 9 5th 26 6th 7th 8th 9th 10th 11th 12th  
Winner's Time 16 34.95 Speed 102.34 mph Fastest Lap: No. 7 Time 120.99 Speed 104.72 mph



*Terry Rymer, the championship leader, who is looking for a Grand Prix career.*

## RACE 2



## FACT FILE

**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-£70-£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.

### CHAMPIONSHIP POSITIONS

#### 750cc FORMULA ONE

		<i>S</i>	<i>C</i>	<i>P</i>	<i>K</i>	<i>T</i>
1	T. Rymer	9	10	10	8	37
2	B. Morrison	5	8	9	7	29
3	S. Spray	10	6	8	3	27
4	R. McElnea	8	0	0	9	17
5	T. Nation	0	9	6	1	16
6	J. Whitham	0	7	0	6	13
7	S. Chambers	4	0	7	0	11
8	I. Simpson	0	4	2	4	10
	C. Fogarty	0	0	0	10	10
10	J. Reynolds	0	0	4	5	9
	R. Stringer	6	3	0	0	9
12	R. Burnett	3	0	3	2	8
13	P. Lewis	7	0	0	0	7
	M. Phillips	2	5	0	0	7
15	G. Weston	0	0	5	0	5
16	M. Llewellyn	0	2	0	0	2
17	D. Redgate	0	1	0	0	1
	T. Bourne	0	0	1	0	1
	R. Swann	1	0	0	0	1

*S* - Snetterton; *C* - Cadwell; *P* - Pembrey;  
*K* - Knockhill.

## SHELL SUPERCUP SIDECARS – 15 LAPS

No.	Driver/Passenger	Hometown	Entrant	Machine	cc
4	Clive Stirrat/Simon Prior	Worthing		LCR	500
7	Eddy Wright/Stephen Campbell	Tadcaster	Eddy's Motorcycle Centre Ltd	Krauser	500
8	Barry Brindley/Julian Tailford	Bawtry	DTR/Fowlers Yamaha	Yamaha	500
10	Paul Atkinson/Tony Atkinson	Knaresborough		Krauser	500
11	Derek Brindley (jnr)/Nick Roche	Bawtry	Padgetts of Batley	Yamaha	500
14	Robert Fisher/Trevor Crone	Workington	Express Tyre Service, Lockerbie	Suzuki	1100
15	Mick Thompson/Ian Stapleton	Honeydon	Norman Keighley	Yamaha	700
17	Mick Boddice/Dave Wells	Kidderminster	Bran Bardsley	Yamaha	700
19	Kenny Howles/Steve Pointer	Kidderminster	Motorcycle Mart	Krauser	500
22	Ian Ashley/Chris Founds	Wirral		Krauser	500
23	David Molyneux/Alan Langton	Ballaugh		Yamaha	500
25	George Hardwick/Steve Parker	Weston-Super-Mare		Krauser	500
26	Dennis Brown/Billy Nelson	Grantown on Spey		LCR	700
27	Mike Cookson/Mike Jones	Welshpool		Yamaha	700
28	Ward Scarth/Lin Scarth	York		Yamaha	500
29	Vincent Butler/Shawn Buck	Brackley	Curtis Transport Ltd	Yamaha	500
31	John Cable/Chris Plant	Meopham	London Town Despatch	Windle	500
32	Roger Body/Andy Peach	Meopham	Hall Aggregates SE Ltd	Yamaha	700
33	Andy Westhead/Bernard Thear	Blyton		Yamaha	700
37	Phil Balmert/Dave Elliott	Leicester	Leicester Toyota	Yamaha	700
43	Chris Hibberd/Gary Hibberd	Evesham		Suzuki	1260
46	Andrew Gaunt/Peter Neasham	Ripon		Yamaha	700
50	Colin Rust/Tony Hewitt	Louth		Norton	588
51	Vic Jefford/Pete Hill	Leyburn	Claire Richardson	Yamaha	700
52	Robert Aubrey/Gary Masterman	Neath		Yamaha	500
53	Alan Budge/David Mitchell	Tayside		Suzuki	1127
54	Darren Dixon/Sean Dixon	Dover	Padgetts of Batley	Yamaha	700
55	Derek Plummer/Gareth Kemp	Shepperton		Yamaha	700
56	David Kimberley/David Beads	Leamington Spa		Yamaha	1000
57	Ian Pugh/David Jones	Totton		Baker	700
58	Eric Cornes/Graham Wellington	Brewood	SS Engineering	Yamaha	700
59	Gordon Shand/TBA	Kilwinning		Suzuki	1052
60	Michael Skidmore/Ian Williets	Bristol	Dennis Trollope	Krauser	500

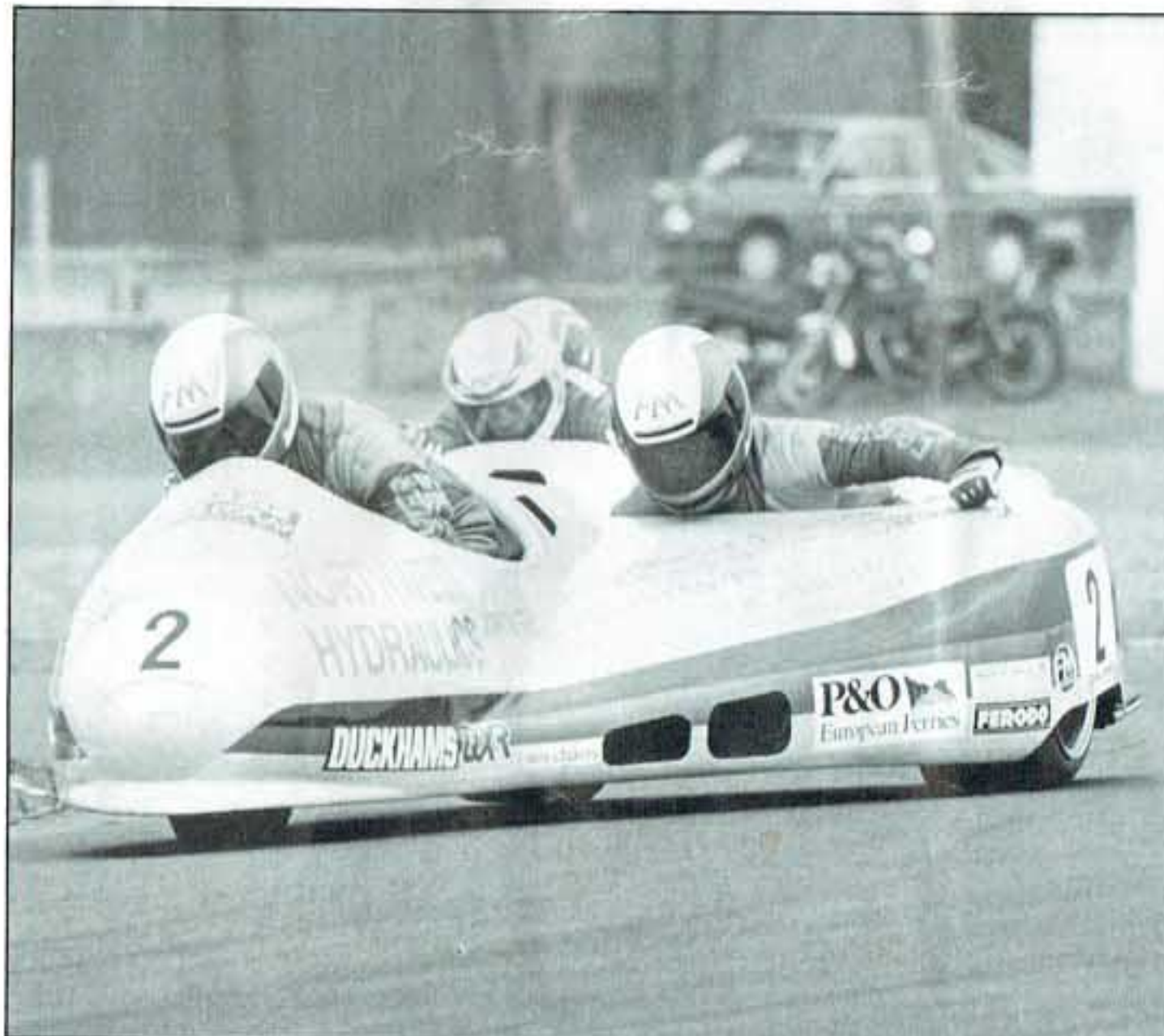
### GRID POSITIONS

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

Lap Record: Steve Webster/Tony Hewitt (Krauser) 1m 22.3s, 103.60mph (August 1989)

## RESULTS

1st 8 2nd 11 3rd 14 4th 19 5th 31 6th 29 7th 54 8th 25 9th 4 10th 15 11th 27 12th 39  
Winner's Time 17:15:51 Speed 98.28 mph Fastest Lap: No. 8 Time 1:24:39 Speed 100.50 mph



## RACE 3



## FACT FILE

**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-£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.

### CHAMPIONSHIP POSITIONS SIDECARS

		<i>S</i>	<i>C</i>	<i>P</i>	<i>K</i>	<i>T</i>
1	R. Fisher	10	0	8	10	28
2	V. Jefford	9	0	9	9	27
3	D. Brindley	8	3	10	0	21
4	D. Brown	0	5	2	8	15
5	E. Wright	0	6	7	0	13
	V. Butler	0	8	5	0	13
	R. Body	3	0	4	6	13
8	D. Dixon	0	10	0	0	10
	M. Cookson	0	0	3	7	10
10	K. Howles	0	9	0	0	9
11	G. Hardwick	0	7	0	0	7
	C. Stirrat	6	1	0	0	7
	M. Reddington	7	0	0	0	7
14	M. Thompson	4	2	0	0	6
	C. Rust	0	0	6	0	6
16	P. Atkinson	0	5	0	0	5
	W. Scarth	0	4	1	0	5
	A. Gaunt	0	0	0	5	5
19	M. Smith	2	0	0	0	2
20	I. Ashley	1	0	0	0	1

*S* – Snetterton; *C* – Cadwell; *P* – Pembrey;  
*K* – Knockhill.

*Sidecar Championship leaders Robert Fisher and Trevor Crone have a battle on their hands to hold off second place Vic Jefford and Pete Hill.*



SHELL SUPERCUP 600 SUPERSPORTS – 15 LAPS

No.	Rider	Hometown	Entrant	Machine
1	Mike Edwards	Wigan	Charlie Williams/BM Commercials	Yamaha
2	Brian Morrison	Kirkcaldy	Drambuie	Yamaha
3	John Yates	Chesterfield	Clay Cross Kawasaki	Kawasaki
5	Phil Borley	Southend on Sea	Julian Soper Motorcycles	Yamaha
6	Steve Chambers	Saxilby	Durex Suzuki	Suzuki
10	Paul Brookes	Sheffield	Team Astralite	Yamaha
14	Ray Swann	Luton	Luton Insulation Service/ Team Aldridge	Yamaha
16	John Reynolds	Nottingham	Kawasaki Motors UK Ltd	Kawasaki
20	Brian Nicholson	London	GW Racing Photography	Honda
21	Jim Moodie	Millerston		Yamaha
23	Dean Ashton	Hull	Lynch Painting	Yamaha
25	Glen English	Chelmsford	Colin Aldridge	Yamaha
26	Gary Weston	Ashford		Yamaha
29	Mark Stirling	Co. Antrim	Roger Marshall	Yamaha
30	Francis Williamson	Liss	Mrs. M. Lance	Yamaha
31	Adrian Squirrell	Ipswich		Yamaha
33	Mark Farmer	Crawley		Yamaha
34	Paul Booler	Mkt. Harborough		Yamaha
37	Steve Ives	Hyde	Bike Centre	Yamaha
39	Sean Waller	Cleethorpes	Motorcycle Centre, Stockport	Yamaha
40	Mark Forsyth	Peterborough	George Petch Wheels	Yamaha
41	Steve Wright	Tadcaster		Yamaha
43	John MacDonald	Fife	Mercury Motorsport	ProScot Yam
44	Geoff Johnson	Richmond	John Law/Andrew Dick	Yamaha
57	Ian Scott	Kendal	Mitsui Yamaha	Yamaha
61	James Hodson	Wigan	Bob Jackson M/Cs	Yamaha
69	James Whitham	Huddersfield	Greens of Blackrod	Honda
72	Iain Challinor	Gnosall	Honda Britain	Yamaha
73	Brett Sampson	Plymouth	Price Racing	Kawasaki
75	John Lofthouse	Manchester		Yamaha
76	Steve Tones	Belper	Regent Developments	Kawasaki
77	Rodney Knapp	Rugby	Pirelli Motorcycle Tyres	Yamaha
78	Robin Dawson	W. Wittering	Eurotek Office Furniture	Yamaha
79	William Sykes	York	Skelton Builders	Yamaha
80	Doug Harris	Stockton-on-Tees	Tillstons Motorcycles	Yamaha
81	Rick Kwok	Bognor Regis		Yamaha
81	Russ Aldous	Sidcup		Kawasaki
82	Roger Mine	Boroughbridge		Yamaha
83	David Jefferies	Shipley	Veco Automotive	Yamaha
84	John Crawford	Glasgow	John Law/Andrew Dick	ProScot Yam
85	Steve Wright	Tadcaster		Yamaha
86	Andrew Corbett	Leamington Spa		Yamaha
87	Andrew Murphy	York		Yamaha
88	Mark Smith-Halvoisen	Addiscombe		Yamaha
90	Kevin Griffiths	Merthyr Tydfil		Yamaha
91	Jason Emmett	Finchampstead		Yamaha
92	Peter Abbott	Rochford		Yamaha
93	Greg Dreyes	Tamworth		Yamaha
94	Mark Hill	Northolt		Yamaha

GRID POSITIONS

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

Lap Record: Mike Edwards (Yamaha) 1m 25.04s, 99.32mph (April 1990)

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



FACT FILE

**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.

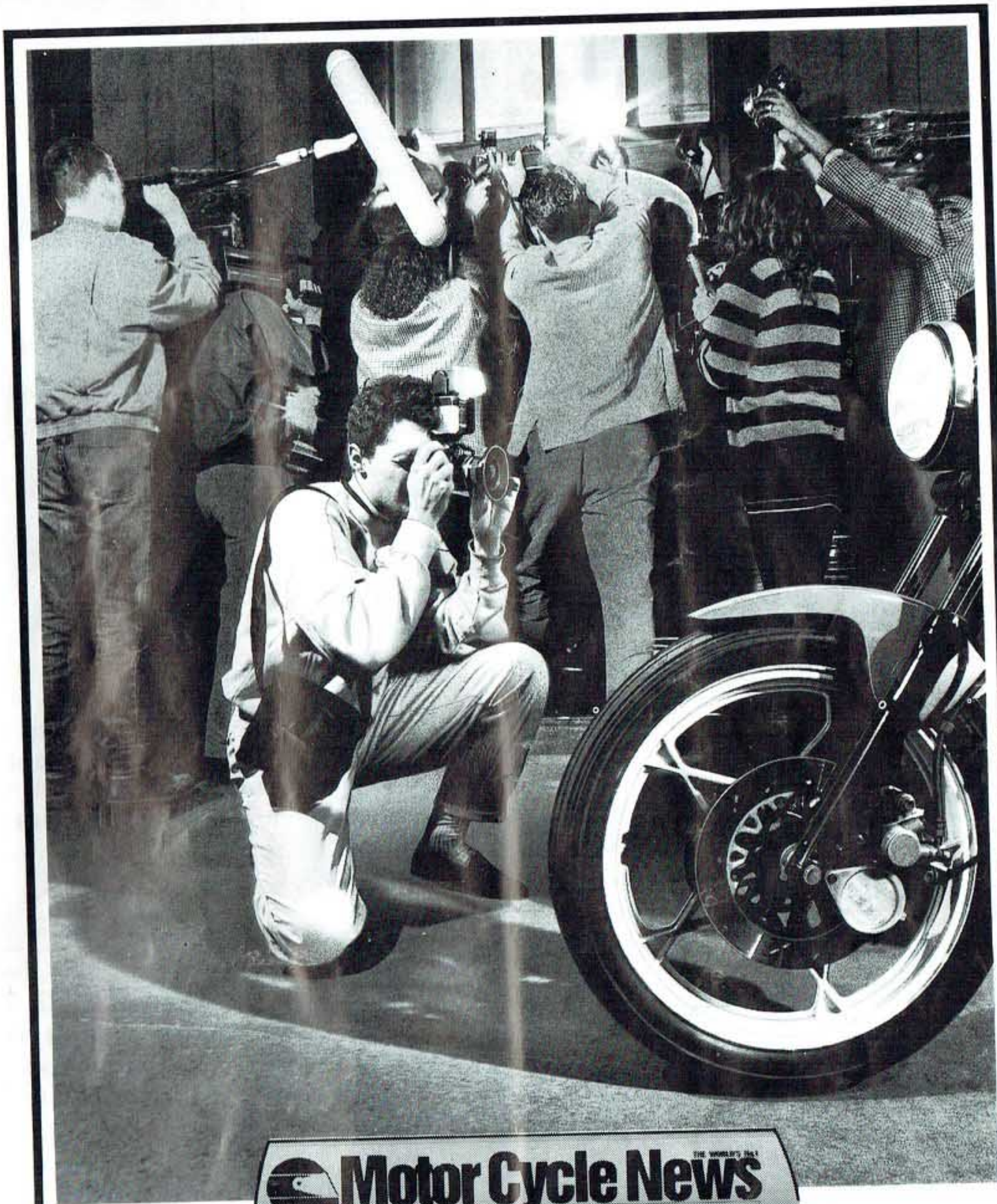
CHAMPIONSHIP POSITIONS  
SUPERSPORT 600

	S	C	P	K	T
1 J. Reynolds	10	9	0	8	27
2 G. Weston	0	10	10	0	20
3 K. Ives	9	0	9	0	18
4 M. Edwards	8	0	7	2	17
5 I. McDonald	0	0	5	9	14
6 B. Morrison	0	7	6	0	13
7 P. Borley	0	0	8	3	11
M. Farmer	0	0	4	7	11
9 J. Whitham	0	0	0	10	10
10 R. Swann	0	4	0	5	9
11 B. Nicholson	0	8	0	0	8
A. Murphy	7	1	0	0	8
J. Moodie	0	5	3	0	8
H. Selby	0	0	2	6	8
15 M. Forsyth	3	0	0	4	7
16 P. Booler	6	0	0	0	6
S. Wright	0	6	0	0	6
18 A. Squirrell	5	0	0	0	5
19 D. Ashton	4	0	0	0	4
S. Waller	1	3	0	0	4
21 A. Lewis	2	0	0	0	2
I. Simpson	0	2	0	0	2
23 P. Brookes	0	0	1	0	1
R. Knapp	0	0	0	1	1

S - Snetterton; C - Cadwell; P - Pembrey;  
K - Knockhill.



In the closely fought Supersport 600 Series, John Reynolds, the championship leader, holds off third place Steve Ives.



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



## SHELL SUPERCUP 125cc GP - 15 LAPS

No.	Rider	Hometown	Entrant	Machine
1	Steve Patrickson	Shipley	Derek Clarke Racing Team	Honda
2	Graham Harknett	Cheshunt	Spur Petroleum	Honda
3	John Yates	Chesterfield	Clay Cross Kawasaki	Honda
4	Ian McConnachie	Chesterfield	Clay Cross Kawasaki	Honda
5	Ian Newton	Skelmersdale		Honda
6	Rob Orme	West Hallam		Honda
10	Julian Perry	Hinckley	Clarke Racing/Ron Bromley	Honda
14	Steve Mason	Ashbourn		Honda
15	Steve Sawford	Sandy	Mayfield Landscapes	Honda
16	Alan Patterson	Co. Antrim	St. Neots M/Cs	Honda
17	Robert Dunlop	Co. Antrim	Brian Grant Commercial	Honda
19	Ray Murphy	Belfast	P. J. O'Kane	Honda
21	Ray McCombe	Co. Antrim	SM Motorcycles	Honda
22	David Lemon	Ballywalter		Honda
24	Darren Martin	Leicester	Mayfield Landscapes	Honda
25	Dave Marston	Burton-on-Trent	John Davies Racing	Honda
			MGB Racing Combine/	Honda
			B & M Imports, Preston	Honda
			Nick Carpenter Technology	Honda
31	Doug Flather	Liversedge		Honda
33	Nick Turner	Croydon		Honda
35	Steve Thompson	Ashby-de-la-Zouch	John Davies Racing	Honda
36	Simon Vanderplank	Romsey	APS Motorcycles	Honda
38	Patrick Corrigan	Preston		Honda
39	Phil Armes	Norwich	Branchand Ltd	Honda
40	David James	Wisbech	David Basson Electrical	Honda
48	George Bedford	Burton-on-Trent	Lintaprint/BM Motorcycles	Honda
49	David Collinson	Poynton		Honda
61	Terry Wales	Ely		Honda
71	Gavan Morris	Rugeley		Honda
72	Steve Kibble	Wickford	Steve China	Honda
73	Ian Bennett	Prestwood	London Suzuki Centre	Honda
76	Andy Jones	Ipswich		Rotax
77	Mark Taylor	Oxford		Harris
78	Mark Cox	Kings Lynn		Honda
79	John Barton	Rochester		Honda
80	Carl Greenwood	Manchester		Honda
81	Fernando Mendes	Dunstable	McConaghy Racing	Honda
82	Simon Westwood	Huddersfield	Nick Carpenter Engineering	Honda
83	Matt Magee	Caterham		Honda
84	Colin Belcher	Preston		Honda
85	Steve Gabbott	Ross-on-Wye		Honda
86	Dave Jones	Derby		Honda
87	Marcello del Giudice	Burton Latimer		Honda
88	Dave Fabian			Honda

### GRID POSITIONS

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

Lap Record: Alex Bedford (EMC) 1m 28.2s, 96.16mph (August 1989)

### 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 5



Motor Cycle News

### FACT FILE

**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.

### CHAMPIONSHIP POSITIONS 125cc GRAND PRIX

	S	C	P	K	T
1 I. McConnachie	10		8	9	27
I. Newton	7		10	10	27
3 R. Orme	0		9	8	17
4 A. Patterson	9		7	0	16
5 R. Dunlop	8		0	7	15
6 G. Harknett	6		1	6	13
7 D. Lemon	1		6	4	11
8 I. Lougher	0		4	5	9
9 D. Martin	4		3	0	7
J. Yates	5		0	2	7
11 G. Bedford	0		5	1	6
12 D. James	3		0	0	3
J. Perry	0		0	3	3
14 D. Collinson	0		2	0	2
R. Murphy	2		0	0	2

S - Snetterton; C - Cadwell; P - Pembrey; K - Knockhill.

Joint leader of the 125cc Championship, Ian Newton, leads Ulster challenger Alan Patterson.



The best in  
Motorcycle  
race action



**Saturday  
September 29  
at  
DONINGTON  
FIM European  
Championship races for  
Supersports 600 and  
Sidecars plus qualifying  
for Shell Supercup ACU  
British Championships**

**Sunday  
September 30  
at  
DONINGTON  
The final rounds of the  
Shell Supercup ACU  
British Championships  
plus FIM European  
Superbikes**

**Saturday/Sunday  
27/28 October  
at  
DONINGTON  
The final decisive  
action in the ACU  
National and Clubman's  
Championships**

## Advance Booking Saves Money

The decisive International of 1990  
**Saturday/Sunday 29/30  
September**

## FIM EUROPEAN AND SHELL ACU SUPERCUP BRITISH CHAMPIONSHIPS

	No.	Advance Price	Total £
WEEKEND TICKET TRACKSIDE ENCLOSURES:	ADULT	£14	
September 29, 30. Both racedays (Children FREE)			
<b>Saturday 29 September</b>			
Special Trackside Enclosures	ADULT	£8	
(Children FREE)			
Paddock Transfer Extra	ADULT	£3	
<b>Sunday 30 September</b>			
Special Trackside Enclosures	ADULT	£8	
(Children FREE)			
Paddock Transfer Extra	ADULT	£3	
Offer closes September 17. Cheques/PO payable to Two Four Sports Ltd. Child: 15 years and under accompanied by an adult.			
TOTAL		£	

## The top events of 1991 are at Donington Park

— Book now at 1990 prices —  
**Easter Monday April 1st**

## FIM WORLD SUPERBIKE CHAMPIONSHIPS — the opening round of this super series —

	No.	Advance Price	Total £
MONDAY APRIL 1	ADULT	£11	
Special trackside enclosures	CHILD	£2	
TOTAL		£	

### Sunday August 4th

## BRITISH MOTORCYCLE GRAND PRIX

— Britain's rounds of the FIM World Championships —			
SUNDAY AUGUST 4TH	ADULT	£18	
Special trackside enclosures	CHILD	£3	
Covered Grandstand	ADULT	£38	
	CHILD	£23	
TOTAL		£	

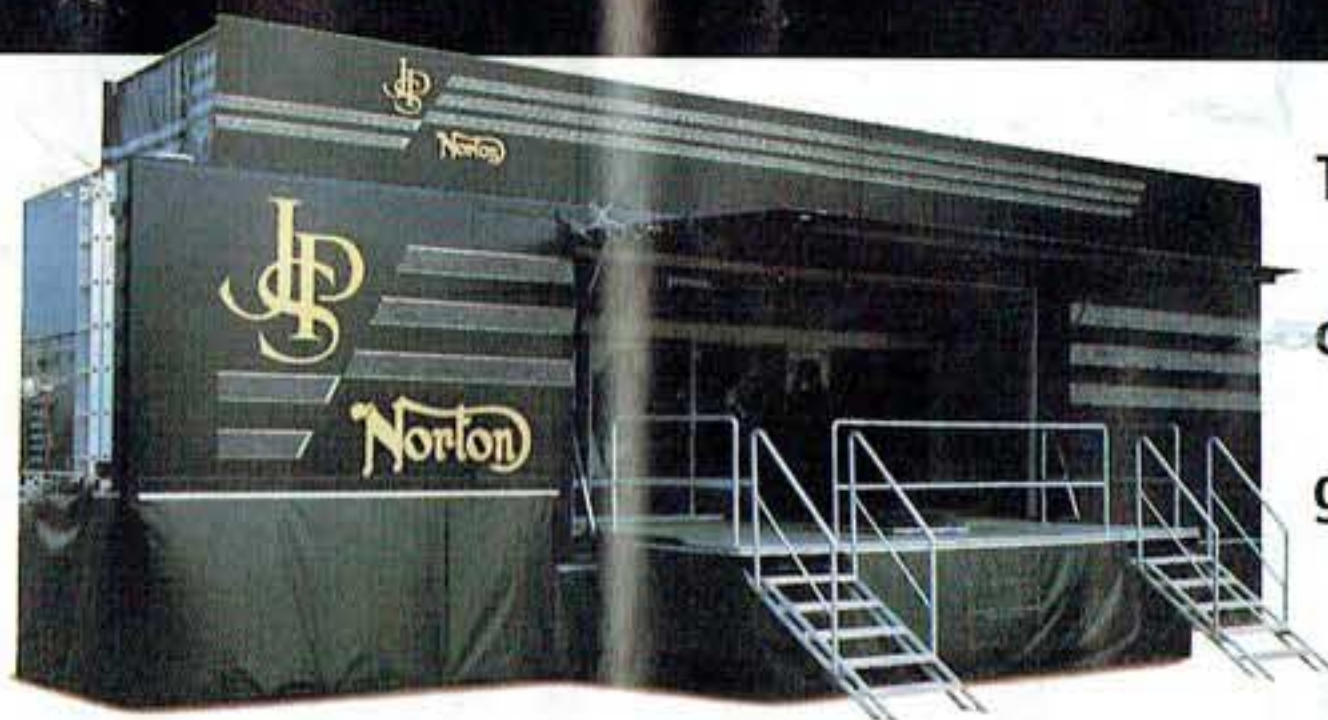
The above offer closes on December 24, 1990.  
Cheques/PO payable to Two Four Sports Ltd, to cover full cost of tickets ordered.  
Return booking form to BOOKING OFFICE, TWO FOUR SPORTS LTD, FREEPOST, DONINGTON PARK, CASTLE DONINGTON, DERBY DE7 2XN.

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