



1990 CHAMPIONSHIP

20th May Snetterton

24th June Cadwell Park

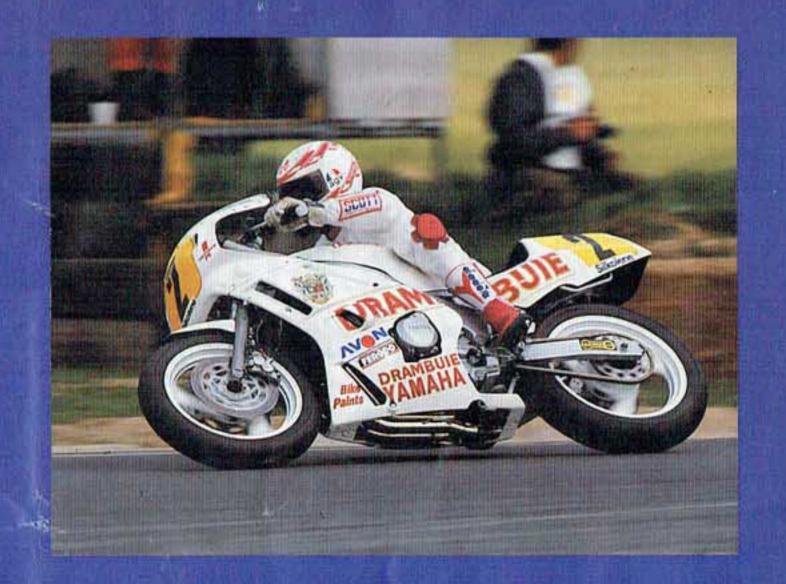
1st July Pembrey

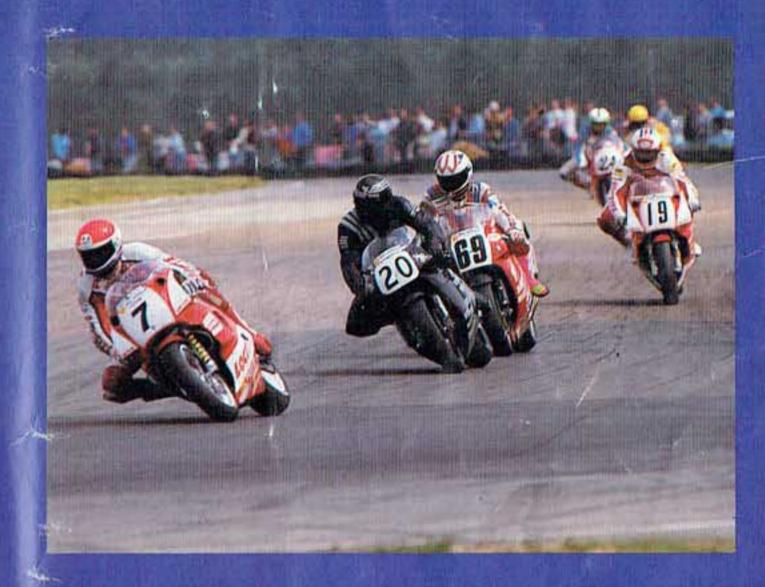
8th July Knockhill

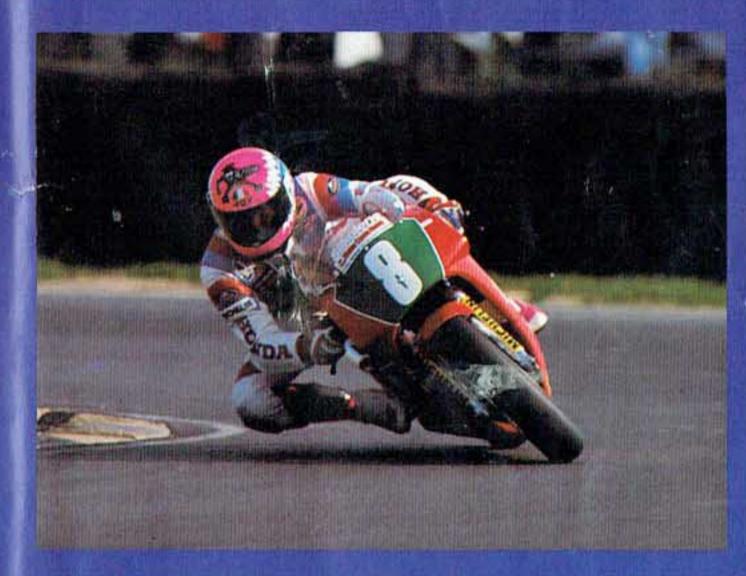
19th August Thruxton

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



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

NOISE CONTROL:

Peter Harrison

RECOVERY VEHICLES:

CHIEF TIMEKEEPER:

Ron Summerfield

SECTOR MARSHALS:

RACE CONTROL OFFICER

COMMENTATOR:

Fred Clarke

Paul King

Bob Swift

CHIEF MARSHAL

Joan Bailey, Margaret Mellish

Real Motors of Wilton, Salisbury

Summerfield, Mrs. M. Summerfield

Miss J. Clement, F. Henley, R. Ridler, Miss C.

Nicholls, Paul Somerville, Phil Southam, Paul

Ridgwell, Keith Temperley, Andy Gofford

Tony Smith, Andy Somerville, Graham Clasby, Ricky

Rob Willsher Motor Cycles

RACE OFFICE:

OFFICIALS OF THE MEETING:

STEWARDS:

ACU: Stan Mellish

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

CLERK OF THE COURSE:

DEPUTY CLERK OF THE COURSE:

Len Harfield CHIEF SCRUTINEER:

Bob Payton ASST. CHIEF SCRUTINEER:

Keith Herring CHIEF MEDICAL OFFICER: Mr. Nick Law, FRCS

PRESS OFFICE:

George Turnbull, John Brown FIRST AID SERVICE:

The St. John Ambulance Brigade (North Hampshire Division)

CHIEF PADDOCK MARSHAL

Chris Spear RACE COMPUTERS:

Andy Bracey, Eric Bailey, Alan Bailey

ASSISTANT CHIEF MARSHAL:

Mrs. J. Swift

STARTER:

Dave Bailey SAFETY OFFICER:

Tim Lessey MARSHAL'S CATERING:

Mrs. L. Flood

CIRCUIT DIRECTOR:

Warwick Offredi

FOR THRUXTON (BARC) LTD (DIRECTORS): M. H. H. Groves (Chairman), P. Walker, W. Offredi, K.

C. Rainsbury, R. J. Scannell

SECRETARY OF MEETING:

Jean Maslin, 172 Tower Road, Ware, Herts SG12 7LL Tel: 0920 465559

PROMOTER:

Robert Fearnall

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 - N	IO 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	11.30-11.4
750 - Formula One	11.55-12.1
Sidecars	12.15-12.3
SuperSport 600	12.35-12.5
125cc Grand Prix	12.55-13.1

LUNCH BREAK

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

RACE PROGRAMME

<u>RACE</u>	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	1 5	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 Drambuie 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 McElnea.

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

Conditions of Admission

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

All literary matter in this programme, including the list of competitors and their racing numbers, is Copyright and any person found making illegal use thereof will be prosecuted. The Club accepts entries and driver's nominations in good faith. Every effort is made to adhere to the printed programme, but the promoters cannot accept any liability for the failure of any driver or machine to appear. The publisher has taken every care to avoid mistakes but cannot accept liability for printer's or clorical errors.

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.

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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 3km

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.

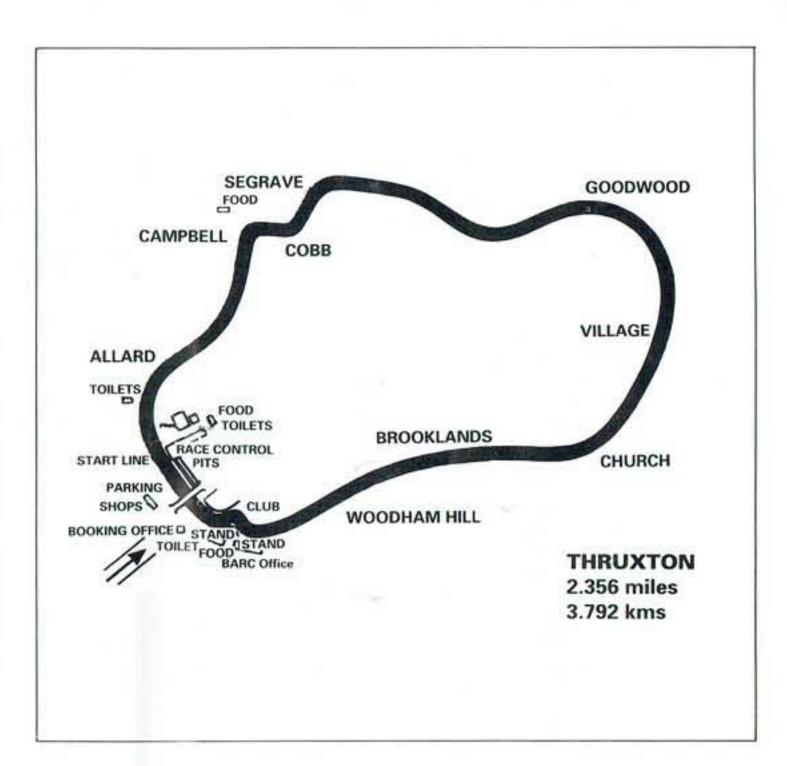
Green: Course clear. Used on marshal's posts to indicate their position ro riders on the first lap of all practice sessions. Also shown immediately after the post where a yellow flag has been shown to indicate circuit now clear ahead.

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.

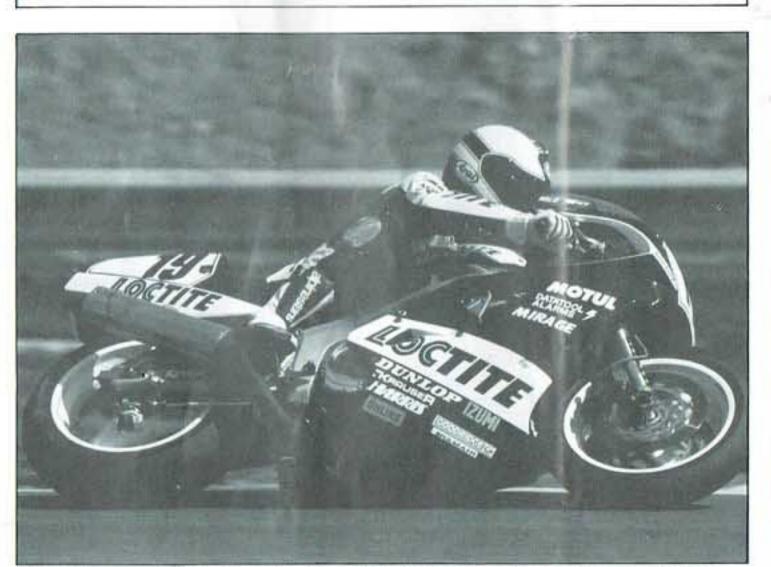
White: Ambulance or course car on circuit.

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

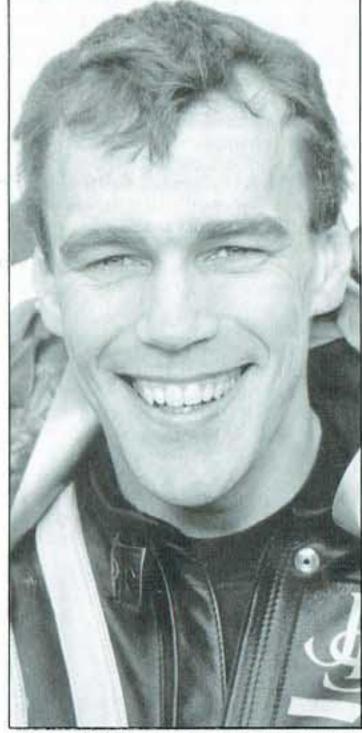


THE CHAMPIONSHIPS

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.

5

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."

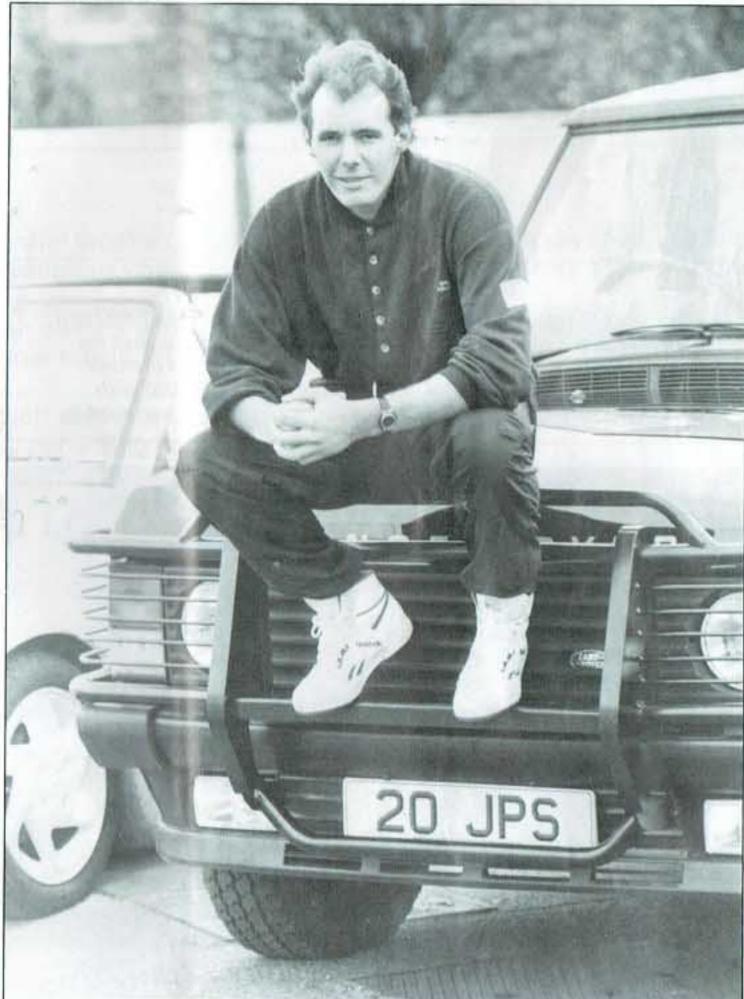
Nation has not had the best of luck in the Supercup series and was lucky to grab just one point in Scotland as he battled against the Norton gearing problem on the tight circuit. But he did crack back in to top form at the recent Race of Aces meeting at Snetterton when he clocked up three wins from three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

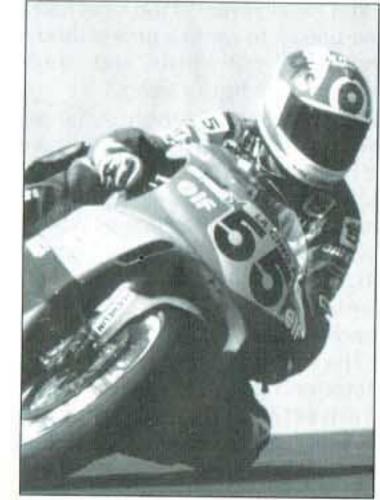
After qualifying in an unimpressive eleventh place Fogarty hit back in the 30 lap race when he lapped over half a second faster than his best qualifying time.

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 Phillipe 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 baddie 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 tipple.

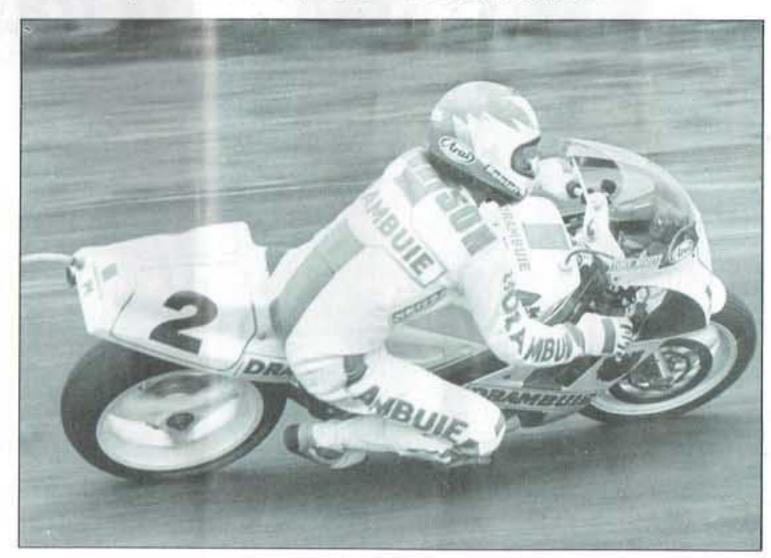
He is equipped with a brace of standard RC30's . . . "just the same as any bloke could buy over the counter. There are no trick bits or factory parts so I am down on power compared with the works machines," said Morrison.

"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 proper-

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

Ian McConnachie Selmersdale Clay Cross Kawasaki Aprilia Yamaha Steve Hislop Denholm Denholm Honda Britain Honda Britain Honda Britain Honda Honda Yamaha Honda Britain Honda Honda Honda Britain Honda Honda Honda Britain Honda Honda Honda Britain Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda Honda	No.	Rider	Hometown	Entrant	Machine
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RACE 1



Lindor GyeleNews

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-£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

GRID POSITIONS	
Row 1	
Row 2	
Row 3	
Row 4	
Row 5	
Row 6	

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

RESULTS

1st 4 2nd 19 3rd 61 4th 39 5th 8 6th 34 7th 27 8th 5 9th 77 10th 85 11th 73 12th 47 Winner's Tim 8 5.6 79 Speed 89 53 mph Fastest Lap: No. 4 Time 1.42.17 Speed 92-02



CHAMPIONSHIP POSITIONS Since GRAND PRIX

Z	UCC GRAND PRIX										
		S	C	P	K	T			S	C	P
1	S. Hislop	S 9	8	8	10	35	15	T. Couzens	1	3	0
2	W. Coulter	8	10	6	0	24		D. Dixon	3	2	0
	A. Carter	10	0	10	4	24	17	N. Bosworth	0	0	0
4	M. Jupp	0	5	9	9	23	18	D. Heal	0	0	0
5	S. Sawford	7	0	5	7	19	19	P. McManus	0	0	0
6	S. Johnson	5	0	3	6	14		I. Dugdale	2	0	0
7	P. Booler	6	4	0	0	10	21	G. Mitchell	0	1	0
8	J. Gainey	0	9	0	0	9	S-	Snetterton; C - Car	dwell; P -	Pemb	rey;
9	G. Ramsey	0	0	0	8	8	K-	Knockhill.			
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					
	1. Newton	4	0	2	0	6					

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



SHELL SUPERCUP 750cc FORMIII A 1 - 15 / APS

N	lo.	Rider Mark Phillips	Hometown	Entrant	Machine	C
	2	Brian Morrison	Eagle	Harris Yamaha	Yamaha	750
	3	Mark Libertison	Kirkcaldy	Drambuie	Drambuie	750
-	4	Mark Linscott	London	Lenham Builders	Yamaha	750
		Carl Fogarty	Blackburn	Honda Britain	Honda	750
	5	Trevor Nation	Hinckley	JPS Norton Racing	Norton	588
	6	Steve Chambers	Saxilby	Leese's Haulage	Honda	
	1	Terry Rymer	Royston	Team Loctite Yamaha	Yamaha	750
	9	Roger Burnett	Binbrook	Durex Suzuki	Suzuki	750
	13	Chris White	Barnsley	- William Stream	Honda	750
1	14	Ray Swann	Luton	Luton Insulation Service/	nonda	750
	102		Contested to	Team Aldridge	Vamata	-
	6	John Reynolds	Nottingham	Kawasaki Motors UK	Yamaha	750
	7	Ray Stringer	Stoke Golding	Towcester Tuning Shop	Kawasaki	750
	9	Rob McElnea	Royston	Team Loctite Yamaha	Yamaha	750
	0	Steve Spray	Nottingham	JPS Norton Racing	Yamaha	750
	2	lan Simpson	Dalbeattie	3F3 Norton Racing	Norton	588
-2	3	Dean Ashton	Hull	Lunch Paleties	Honda	750
-2	4	Paul Lewis	Macclesfield	Lynch Painting	Yamaha	750
2	6	Gary Weston	Ashford	Sports Motorcycles CAT M/Cs	Ducati	750
2		Mark Farmer	Crawley	CAT W/CS	Yamaha	750
2	8	Matt Llewellyn	Glenfield	Elleviale Administra	Kawasaki	750
29	9	Simon Watson	Saffron Walden	Flitwick Motorcycles	Flitwick	750
3		Steve Williams	Llantwit Major	Searings Motorcycles DTR	Yamaha	750
32	2	Dave Redgate	Orpington		Yamaha	750
33		Tim Bourne	Ashford	Capp Walker Supplies Ltd Groundwork Southeast/	Yamaha	750
39	9	Micky Davidson	Vinceton T	Bromley Haulage	Yamaha	750
69		James Whitham	Kingston upon Thames	Brookvex Communications	Yamaha	750
70		Richard Defago	Huddersfield	Honda Britain	Honda	750
71		Chris Moins	Oxted	12-12-12-12-13-13-13-13-13-13-13-13-13-13-13-13-13-	Honda	750
72		lain Challinor	Morfa Llanelli	C & R Builders	Honda	750
73		Brett Sampson	Stafford	Price Racing	Honda	750
74		Martin James	Plymouth		Honda	,750
75		John Lofthouse	Coventry		Yamaha	750
76		Dennis Irvine	Manchester		Honda	750
77			Ellon		Yamaha	750
78		Andy Ward	Selby		Yamaha	750
79		Alex Buckingham	Barnstaple	TVM	Yamaha	750
80		David Morris	Southampton	Chrysalis Racing	Honda	750
81		David Pickworth	London	Follett Bimota	Bimota	750
82		Paul Paddock	Llanelli	C & R Builders	Honda	750
83		Simon Bastow	Batley		Suzuki	750
84		Paul Brown	Southsea		Kawasaki	750
85		Doug Randall	Newbury	'Best of Bikes', Newbury	Suzuki	750
00		Colin Gable	Andover	AND THE PARTY OF T	Honda	750

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.

GRID POSITIONS

Row 1 Row 2

Row 3

Row 4 Row 5

Row 6

Row 7

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

1 20 .9 9 Speed

750cc FORMULA ONE

CHAMPIONSHIP POSITIONS

T. Rymer B. Morrison 3 S. Spray R. McElnea 5 T. Nation 6 J. Whitham S. Chambers 8 I. Simpson C. Fogarty 10 J. Reynolds R. Stringer 12 R. Burnett 13 P. Lewis M. Phillips 15 G. Weston 16 M. Liewellyn 17 D. Redgate

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

R. Swann S - Snefterton; C - Cadwell; P - Pembrey; K-Knockhill.

T. Bourne

SHELL SUPERCUP SIDECARS - 15 LAPS

No.	Driver/Passenger Clive Stirrat/Simon Prior	Hometown Worthing	Entrant	Machine 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	Knaresboroug		Krauser	500
11	Derek Brindley (jnr)/Nick Roche	Bawtry	Padgetts of Batley	Yamaha	500
14	Robert Fisher/Trevor Crone	Workington	Express Tyre Service,	Taillalla	500
15	Mich Theorem II - Co. I -	110000000000000000000000000000000000000	Lockerbie	Suzuki	1100
15 17	Mick Thompson/lan Stapleton	Honeydon	Norman Keighley	Yamaha	700
	Mick Boddice/Dave Wells	Kidderminster	Bran Bardsley	Yamaha	700
19	Kenny Howles/Steve Pointer	Kidderminster	Motorcycle Mart	Krauser	500
23	lan Ashley/Chris Founds	Wirral		Krauser	500
25	David Molyneux/Alan Langton	Ballaugh	925	Yamaha	500
	George Hardwick/Steve Parker	Weston-Super-		Krauser	500
26	Dennis Brown/Billy Nelson	Grantown on S	pey	LCR	700
27	Mike Cookson/Mike Jones	Welshpool		Yamaha	700
28 29	Ward Scarth/Lin Scarth	York	VERNOUS CONTRACTOR OF THE CONT	Yamaha	500
	Vincent Butler/Shaun 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	AND THE STREET, STREET	Yamaha	700
37	Phil Balment/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	NAME OF THE OWNER OWNE	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	AGAMMAN AND AN AND AND AND AND AND AND AND AN	Suzuki	1127
54	Darren Dixon/Sean Dixon	Dover	Padgetts of Batley	Yamaha	700
55	Derek Plummer/Gareth Kemp	Shepperton	- London Control Contr	Yamaha	700
56	David Kimberley/David Beads	Learnington Sp	a	Yamaha	1000
57	lan Pugh/David Jones	Totton		Baker	700
58	Eric Cornes/Graham Wellington	Brewood	SS Engineering	Yamaha	700
59	Gordon Shand/TBA	Kilwinning	annon fan oer fûn	Suzuki	1052
60	Michael Skidmore/lan Williets	Bristol	Dennis Trollope	Krauser	500

RACE 3 SHELL SUPERCUP **BRITISH CHAMPIONSHIP L**Molor GyeleNews FACT FILE Specification: 401 - 1300cc, 4 cylinders maximum, 6 years maximum, minimum

Awards: At each round

prize money will be pre-

sented to the top 20 finish-

ers on the basis £500-£350-

£260-£200-£180-£160-£140-

weight 180kg.

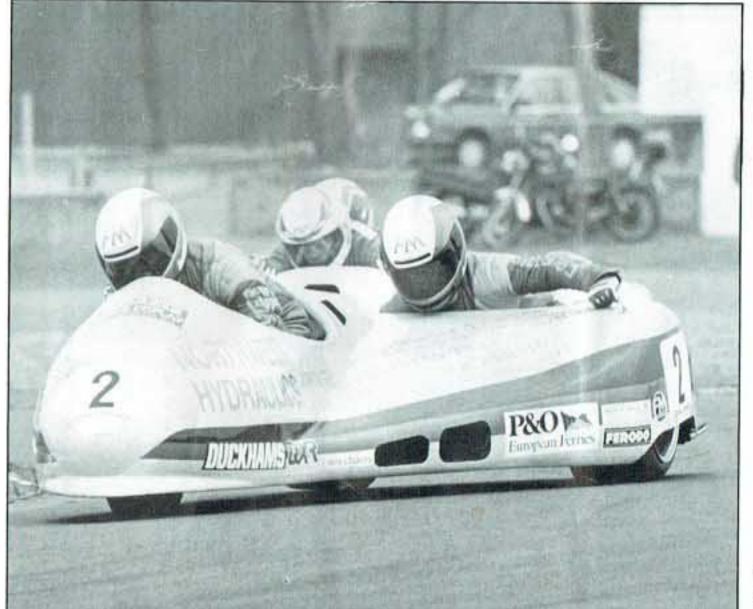
SIDECARS

20 I. Ashley

K - Knockhill.

GRID POSITIONS £125-£110-£100-£50-£50-Row 1 £50-£50-£50-£25-£25-£25-£25-£25. Row 2 Points system: Points will Row 3 be awarded to the top ten finishers on the basis 10-9-Row 4 8-7-6-5-4-3-2-1. All rounds Row 5 to count. Row 6 Row 7 Lap Record: Steve Webster/Tony Hewitt (Krauser) 1m 22.3s, 103.60mph (August 1989)

1st 8 2nd 11 3rd 14 4th 19 5th 51 6th 29 7th 54 8th 25 9th 4 10th 15 11th 27 12th 39
Winner's Time 17 15.51 Speed 98 98 mph Fastest Lap: No. 8 Time 1 24 39 Speed 100 50 mph CHAMPIONSHIP POSITIONS



			S	C	P	K	13
ŀ	1	R. Fisher	10	0	8	10	28
	2	V. Jefford	9	0	9	9	2
	3	D. Brindley	8	3	10	0	2
	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

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

S - Snetterton; C - Cadwell; P - Pembrey;

SHELL SUPERCUP 600 SUPERSPORTS - 15 LAPS

Mike Edwards **Brian Morrison** John Yates Phil Borley Steve Chambers Paul Brookes Luton Ray Swann Nottingham Brian Nicholson London 20 Millerston 21 23 25 26 29 30 31 33 34 37 39 40 Jim Moodie Hull Dean Ashton Chelmsford Glen English Ashford Gary Weston Co. Antrim Mark Stirling Francis Williamson Ipswich Adrian Squirrell Crawley Mark Farmer Mkt. Harborough Paul Booler Hyde Steve Ives Cleethorpes Sean Waller Peterborough Mark Forsyth Tadcaster 41 Steve Wright 43 John MacDonald Richmond Geoff Johnson Kendal 61 James Hodson Wigan Huddersfield James Whitham Gnosall 72 73 lain Challinor Plymouth **Brett Sampson** Manchester 75 76 Belper Steve Tomes 77 Rodney Knapp W. Wittering William Sykes Stockton-on-Tees Doug Harris Rick Kwok Russ Aldous Sidcup 81 Roger Mine 82 Shipley 83 **David Jefferies** 84 John Crawfod Andrew Corbett 87 Andrew Murphy Addiscombe Mark Smith-Halvoisen Merthyr Tydfil 90 Kevin Griffiths Finchampstead 91 Jason Emmett Rochford Peter Abbott Tamworth Greg Dreyes Mark Hill Northolt **GRID POSITIONS**

Entrant Machine
Charlie Williams/BM Commercials Yamaha Wigan Kirkcaldy Drambuie Clay Cross Kawasaki Julian Soper Motorcycles Chesterfield Southend on Sea Durex Suzuki Saxilby Sheffield

Team Astralite Luton Insulation Service/ Team Aldridge Kawasaki Motors UK Ltd **GW Racing Photography**

Kawasaki

Yamaha

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Yamaha

ProScot Yam

Honda

ProScot Yam

Kawasaki

Suzuki

Lynch Painting Colin Aldridge

Roger Marshall Mrs. M. Lance

Bike Centre Motorcycle Centre, Stockport George Petch Wheels

Mercury Motorsport John Law/Andrew Dick Mitsui Yamaha Bob Jackson M/Cs Greens of Blackrod Price Racing

Regent Developments Pirelli Motorcycle Tyres Eurotek Office Furniture Skelton Builders Tillstons Motorcycles

Glasgow Tadcaster Leamington Spa

Bognor Regis Boroughbridge Veco Automotive John Law/Andrew Dick RACE 4



Motor GyalaNaws

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-£35-£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.

Row 1		
Row 2		
Row 3	1.7	
Row 4	72 201	
Row 5		
Row 6		
Row 7		

RESUL	TS				
1st	2nd	3rd	4th	5th	6tl
8th	9th	10th	11th	12th	
/ ##C000000000	400000-1000		Time		Speed

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

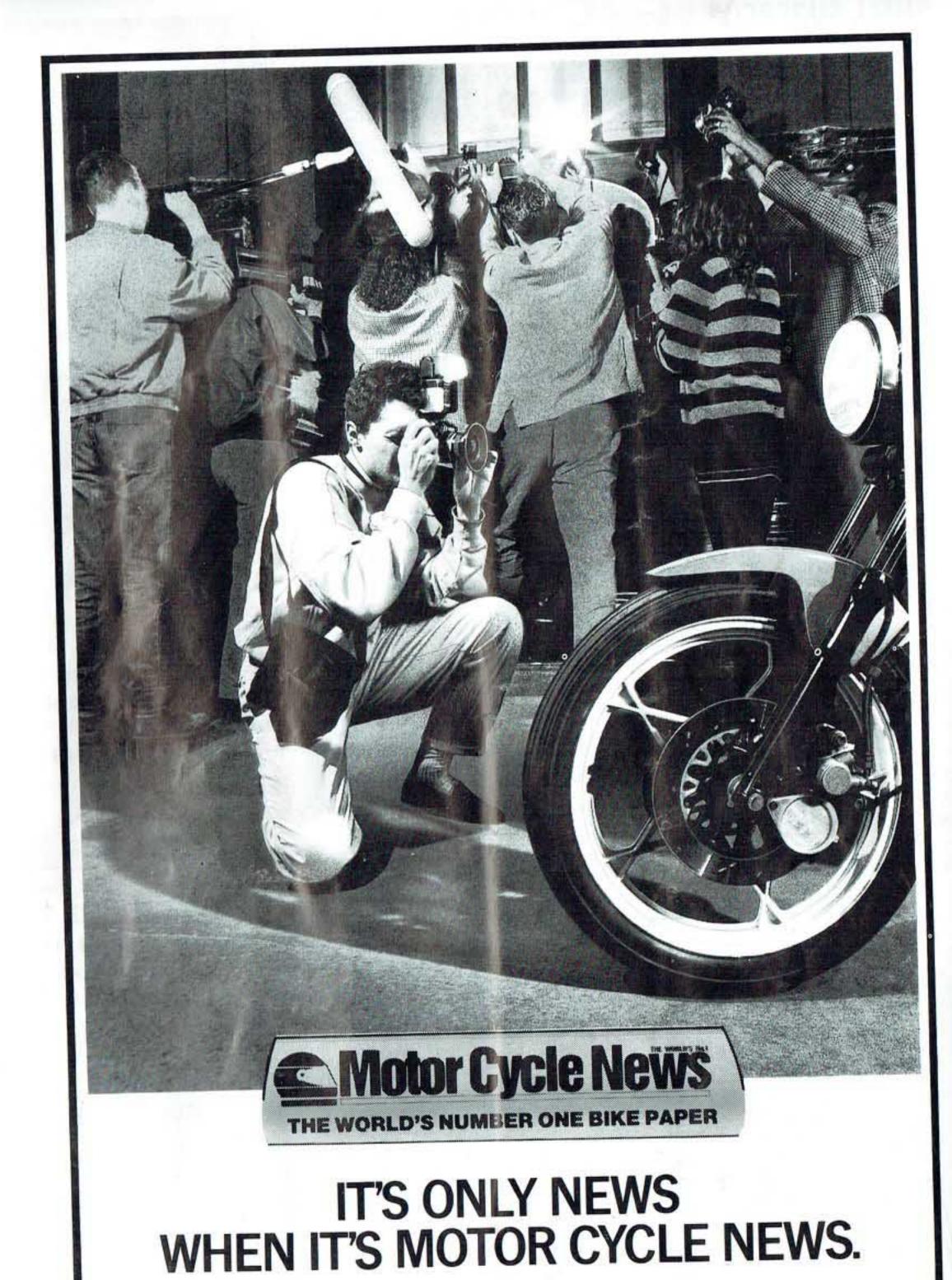


CHAMPIONSHIP POSITIONS

	200	S	C	P	K	1	
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-		dwell; P-	Peml	brey;			

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

K - Knockhill.



SHELL SUPERCUP 125cc GP - 15 LAPS

1		Hometown
	Steve Patrickson	Shipley
3 4	Graham Harknett	Cheshunt
3	John Yates	Chesterfield
4	Ian McConnachie	Chesterfield
5	lan Newton	Skelmersdale
6	Rob Orme	West Hallam
10	Julian Perry	Hinckley
14	Steve Mason	Ashbourn
15	Steve Sawford	Sandy
16	Alan Patterson	Co. Antrim
17	Robert Dunlop	Co. Antrim
19	Ray Murphy	Belfast
21	Ray McCombe	Co. Antrim
22	David Lemon	Ballywalter
24	Darren Martin	Leicester
25	Dave Marston	Burton-on-Trent
31	Doug Flather	Liversedge
33	Nick Turner	Croydon
35	Steve Thompson	Ashby-de-la-Zouch
36	Simon Vanderplank	Romsey
38	Patrick Corrigan	Preston
39	Phil Armes	Norwich
40	David James	Wisbech
48	George Bedford	Burton-on-Trent
49	David Collinson	Poynton
61	Terry Wales	Ely
71	Gavan Morris	Rugeley
72	Steve Kibble	Wickford
73	lan Bennett	Prestwood
76	Andy Jones	lpswich
77	Mark Taylor	Óxford
78	Mark Cox	Kings Lynn
79	John Barton	Rochester
80	Carl Greenwood	Manchester
81	Fernando Mendes	Dunstable
82	Simon Westwood	Hinckley
83	Matt Magee	Huddersfield
84	Colin Belcher	Caterham
85	Steve Gabbott	Preston
86	Dave Jones	Ross-on-Wye
87	Marcello del Giudice	Derby
88	Dave Fabian	Burton Latimer

Hometown Shipley	Entrant Derek Clarke Racing Tean
Cheshunt	Spur Petroleum
Chesterfield	Clay Cross Kawasaki
Chesterfield	Clay Cross Kawasaki
Skelmersdale	Gray Gross Rawasaki
West Hallam	Clarke Racing/Ron Bromle

Clarke Racing/Ron Bromley

Machine

Honda

Honda Honda

Honda

Rotax

Harris

Honda

Honda Honda

Honda

Honda

Mayfield Landscapes St. Neots M/Cs **Brian Grant Commercials** P. J. O'Kane SM Motorcycles

Mayfield Landscapes John Davies Racing MGB Racing Combine/ B & M Imports, Preston Nick Carpenter Technology

John Davies Racing APS Motorcycles

Branchand Ltd **David Basson Electrical** Lintaprint/BM Motorcycles

Steve China London Suzuki Centre

Honda Honda McConaghy Racing Honda Nick Carpenter Engineering Honda Honda

RACE 5



Indur GvelaNaws

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-£35-£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.

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

RESULTS

1st	2nd	3rd	41	h
772.200	CONTROL CONTROL DE LA CONTROL			

1st5th5th	.6th8th	19th	10th 11th
Winner's Time Speedmph	Fastest Lap: No	Time	Speed

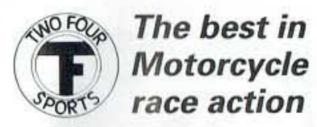


CHAMPIONSHIP POSITIONS 125cc GRAND PRIX

		S	C	P	K	T
1	I. McConnachie	10	1	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	0	1	6	13
7	D. Lemon	1	FE	6	4	11
8	I. Lougher	0	CE	4	5	9
9	D. Martin	4	ANCE	3	0	7
	J. Yates	5	S	0	2	7
11	G. Bedford	0		5	1	6
12	D. James	3		0	0	3
	J. Perry	0	1	0	3	3
14	D. Collinson	0		2	0	2
	R. Murphy	2	1	0	0	2
5-	Snetterton; C - Cadv	vell; P-	Pemb	rev:	100	100

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

K - Knockhill.







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	£
VEEKEND TICKET TRACKSIDE	ENCLOSURES:	ADULT		£14	
September 29, 30. Both raceday	s (Children FREE)				
	(FIM European Chan	npionship race	s for Supersports 600		
Saturday 29 September Special Trackside Enclosures	and Sidecars plus qu	alifying) ADULT		£8	***************************************
addock Transfer Extra	(Children FREE)	ADULT		£3	
addock Transfer Extra		ADOLI		Lo	
Sunday 30 September	(FIM European Supe Supercup Champion	CONTRACTOR OF STATE O	nship races plus She	II ACU British	
Special Trackside Enclosures	(Children FREE)	ADULT		£8	/
addock Transfer Extra		ADULT		£3	
Offer closes September 17. Che			Sports Ltd.		
Child: 15 years and under accon	npanied by an adu	ult.		TOTAL	£

The top events of 1991 are at Donington Park

— Book now at 1990 prices —

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— the opening round of this super series —

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ONDAY APRIL 1	ADULT		£11	
ecial trackside enclosures	CHILD		£2	
			TOTAL	£

Sunday August 4th BRITISH MOTORCYCLE GRAND PRIX

Britain's rounds of the FIM World Championships —

NDAY AUGUST 4TH	ADULT		£18	***************************************
ecial trackside enclosures	CHILD		£3	
vered Grandstand	ADULT		£38	
	CHILD		£23	
e above offer closes on December 24, 1990 eques/PO payable to Two Four Sports Ltd, turn booking form to BOOKING OFFICE, T STLE DONINGTON, DERBY DE7 2XN.	to cover full cos	st of tickets order TS LTD, FREEPO	TOTAL ed. ST, DONIN	£
me				
drass				

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Norton

This is your best chance to buy the genuine article, so get over

It's crammed with quality accessories

from 10p to an arm and a leg.

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JPS/Norton on it

goes fast these days.

