

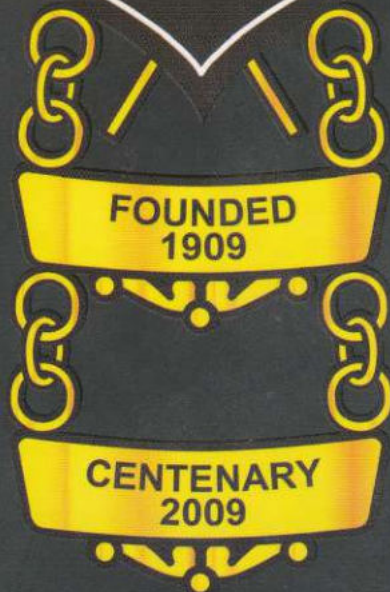
# The British Motorcycle Racing Club

BMCRC-MRO 2009 Centenary Championships

CENTENARY MEETING



1909



2009



Brands Hatch



MotorSport Vision

This meeting is a Restricted Road Race Meeting for Motorcycles held under the National Sporting Code of the ACU and the Supplementary Regulations issued by the Club, and any further instructions issued.

**ACU Permit No. ACU 24600**

**Perm Course Lic No. 006**

## FLAGS AND LIGHTS

Marshals and other officials display flags, lights or boards to provide information and/or convey instructions to the riders during practice as well as the races.

**Flags and lights used to provide information.**

**NATIONAL FLAG OR "START LIGHTS":** Start of the race.



### **GREEN FLAG OR GREEN LIGHT:**

This indicates the end of a Danger Area controlled by yellow flags. In these circumstances overtaking is **PROHIBITED** until the point where the Green Flag is displayed has been passed. It is also to signal the start of a warm-up lap and shown at all posts during the first lap of each practice session.



### **YELLOW AND RED STRIPED FLAG:**

**Shown waved** indicates oil, water or another substance is affecting adhesion on this section of the track.



### **BLUE FLAG:**

**Shown waved**, this flag indicates that a faster rider is about to overtake. **Shown at the Start/Finish line**, indicates to riders approaching that traffic is exiting pit lane.



### **CHEQUERED (BLACK AND WHITE) FLAG:**

Finish of race or practice session.



### **CHEQUERED FLAG AND BLUE FLAG:**

These flags are shown together at the start line when a rider(s) precedes the leader during the final lap before the finish line.



### **YELLOW FLAG WITH BLACK CROSS:**

You are about to start your last lap.

### **Flags Which Convey Information and Instructions.**



### **RED FLAG OR RED LIGHT:**

The practice or race is being interrupted. Riders must slow down and be prepared to stop. Riders must return to the pits, or as directed by the Marshals acting upon instructions from the Clerk of the Course.



### **YELLOW FLAG OR YELLOW LIGHTS:**

Danger on this section of the track. When motionless **overtaking is forbidden**. When shown waved the danger is more imminent and riders must slow down and be prepared to stop. **Overtaking or failing to slow down is forbidden**. Riders must take immediate action on **seeing** the yellow flag/lights. During the final inspection lap, the yellow flag must be presented motionless at the exact place where the flag marshal will be positioned during practice and races.

**There are automatic penalties for disregarding yellow or red flags. It may also be considered as an act of dangerous or reckless riding.**



### **BLACK FLAG:**

This flag is designed to convey instructions to a rider and is displayed at the startline together with the rider's number. The rider must stop at the pits at the end of the current lap.



### **BLACK WITH ORANGE CIRCLE FLAG:**

This flag is displayed with the rider's number. The rider must leave the track **IMMEDIATELY**.

OTHER FLAGS MAY BE USED FROM TIME TO TIME IN ACCORDANCE WITH THE ACU HANDBOOK.

## SPECTATOR NOTICES

Please do not leave litter about the grounds, place in receptacles provided, or take home with you, remember just one piece of litter could be FATAL.

Please drive with care and consideration when leaving the circuit, this is a RaceTrack, the Road outside is NOT.

## PROHIBITED AREA NOTICES

The Public are not permitted in the areas where these notices are displayed, any fences or gates are there for your protection, any person found trespassing, or wilfully damaging trees, fences etc, **WILL BE PROSECUTED**.

## CONDITIONS OF ADMISSION

It is a condition of admission that Children and Others are not permitted to ride bicycles or motorcycles within these grounds, any person found in contravention of this ruling will be removed from the Circuit Grounds.

**NO CHILDREN UNDER 16  
ARE ALLOWED IN PIT LANE**

## WARNING

**Despite the organisers taking all reasonable precautions, unavoidable accidents can happen. Please comply with all instructions of marshals and notices and remain in permitted areas only. They are concerned with your safety!**

[www.bemsee.net](http://www.bemsee.net)

# **British Motorcycle Racing Club**

**Officials and Acknowledgements**

## **Secretary of the Meeting**

Tracey Ringrow  
01708 720305 (Office) or  
01708 509161 (Home Office)  
Mob: 07931 778192

## **Race Admin**

Lee Yeoman  
Gordon & Sue Russell

## **Chief Incident Officer**

Peter Bartlett (CPO)

## **Chief Technical Official**

Henry Cullen

## **Sound Control**

Shaun Knox  
Tim Brown

## **Chief Medical Officer**

Dr Rosie Furse  
Dr Duncan Marlow

## **Paramedics**

Organised by Alan Philpott

## **Ambulances**

St John's Ambulance

## **Clerk of the Course**

Tony Macbride

## **Dep. Clerk of the Course**

Eddie Bellars

## **Ass. Clerk of the Course**

Andy Brown

## **Chief of Startline**

Marie Wright

## **Chief Marshal**

Ron Humphries  
Mike Hodgins

## **Starter**

Jeff Matthews

## **Race Control**

Norma Bellars  
Justine Brown

## **Collecting Area**

Karen Sabine  
Norman Lowes  
Steve Bridger

## **Timekeepers**

R.S.Sports Timing  
Ray Smith  
Craig Smith

## **Lap Scorers**

Lynda Smith

## **Judge**

Sylvia Ringrow

## **Commentators**

Richard Ringrow  
Robin Murphy  
Graham Lawler  
Paul Turk

## **Club Stewards**

Tom Glasheen  
Ted McDonald

## **Technical Officials**

Henry Cullen  
Doreen Marks  
Tim Brown  
Ruth Brown  
Norman Taylor  
Shaun Knox  
Dave Saunders  
Tim McGrane  
Peter Stone  
Jodie Brown  
Tony Homes  
James Davis  
Paul Cullen  
Chris Tandy

## **Meeting Organisers**

The British Motorcycle  
Racing Club  
Unit B5, Seedbed Centre  
Davidson Way, Romford  
Essex RM7 0AZ  
CEO: Mike Dommett  
Tel: 01708 720305  
Mob: 07970 963572

## **Corner Commanders**

Andy Humphries  
Chris Girling  
Dave Rivett  
Doug MacKenzie  
Andy Sturdy  
Mick Eagle  
Karen Higgins  
Tony Holland-Martin  
Caroline Knox  
Mary Downey

## **CPO**

Lynda Hodgins

Plus all members of BMCRMA  
(The British Motorcycle Racing Club  
Marshals Assoc)



**The BMCRC Centenary Meeting is generously sponsored by EDIasia. EDIasia has donated the Centenary Medals and badges given to every rider at this meeting.**

**Many Thanks to our Paddock Support Suppliers who support us at each event:**

**A&R Racing**

*Sponsors of "Rookie of the day"*

**Rod Harwin Racing**

*Sponsors of "Rookie Superteen"*

## Centenary Meeting Brands Hatch - Saturday 18th April

09.00am	Norfolkline Yamaha Past Masters	Practice
09.12am	BMZRC MZ 250	Practice
09.24am	MRO Morello Powerbikes	1st Timed Qual (15 mins)
09.41am	MRO Triumph Triple Challenge	1st Timed Qual (15 mins)
09.58am	BMCRC Minitwins	Timed Qual (15 mins)
10.15am	EDIasia Formula 400	Timed Qual (15 mins)
10.32am	Lansdowne Classic Series (all bikes)	Practice
10.44am	Classic Open 1300 & Post Classic	Practice
10.56am	Classic 500	Practice
11.08am	Morgans & Classic Sidecars	Practice

### 11.20am (approx)

RACE 1	Norfolkline Yamaha Past Masters	8 Laps
RACE 2	BMZRC MZ 250	8 Laps
Asacc	MRO Morello Powerbikes	2nd Timed Qual (15 mins)
Asacc	MRO Triumph Triple Challenge	2nd Timed Qual (15 mins)
RACE 3	BMCRC Minitwins	8 Laps
RACE 4	EDIasia Formula 400	8 Laps
PARADE	"Brooklands Celebration Parade"	15 MINUTES
PARADE	Classics Post-War (to 1974)	15 MINUTES
RACE 5	Classic Open 1300 & Lansdowne Classic 350's	10 Laps
RACE 6	Lansdowne Classic Series 500's	10 Laps
RACE 7	Post Classic	10 Laps
RACE 8	Morgans & Classic Sidecars	10 Laps
RACE 9	Classic 500	10 Laps
PARADE	Classics Post-War (1975-90)	15 MINUTES
PARADE	"The Hutchinson Parade"	15 MINUTES
RACE 10	Norfolkline Yamaha Past Masters	8 Laps
RACE 11	BMZRC MZ 250	8 Laps
RACE 12	MRO Morello Powerbikes	8 Laps
RACE 13	MRO Triumph Triple Challenge	8 Laps
RACE 14	BMCRC Minitwins	8 Laps
RACE 15	EDIasia Formula 400	8 Laps

Lunch will be at approx 1.00pm. All races will have trophies or medallions to the first 3 in each class  
**IT IS THE RIDER'S RESPONSIBILITY TO BE IN THE ASSEMBLY AREA  
 4 MINUTES BEFORE THEIR EVENT**

## Centenary Meeting Brands Hatch - Sunday 19th April

10.00am	Norfolkline Yamaha Past Masters	Warm Up
asacc	BMZRC MZ 250	Warm Up
asacc	MRO Morello Powerbikes	Warm Up
asacc	MRO Triumph Triple Challenge	Warm Up
asacc	BMCRC Minitwins	Warm Up
asacc	EDIasia Formula 400	Warm Up
asacc	Lansdowne Classic Series (all bikes)	Warm Up
asacc	Classic Open 1300 & Post Classic	Warm Up
asacc	Classic 500	Warm Up
asacc	Morgans & Classic Sidecars	Warm Up

### 11.00am (approx)

RACE 1	Norfolkline Yamaha Past Masters	9 Laps
RACE 2	BMZRC MZ 250	9 Laps
RACE 3	MRO Morello Powerbikes	13 Laps
RACE 4	MRO Triumph Triple Challenge	13 Laps
RACE 5	BMCRC Minitwins	9 Laps
RACE 6	EDIasia Formula 400	9 Laps
PARADE	"Brooklands Celebration Parade"	15 MINUTES
PARADE	Classics Post-War (to 1974)	15 MINUTES
RACE 7	Classic Open 1300 & Lansdowne Classic 350's	9 Laps
RACE 8	Lansdowne Classic Series 500's	9 Laps
RACE 9	Post Classic	9 Laps
RACE 10	Morgans & Classic Sidecars	9 Laps
RACE 11	Classic 500	9 Laps
PARADE	Classics Post-War (1975-90)	15 MINUTES
PARADE	"The Hutchinson Parade"	15 MINUTES
RACE 12	Norfolkline Yamaha Past Masters	9 Laps
RACE 13	BMZRC MZ 250	9 Laps
RACE 14	MRO Morello Powerbikes	13 Laps
RACE 15	MRO Triumph Triple Challenge	13 Laps
RACE 16	BMCRC Minitwins	9 Laps
RACE 17	EDIasia Formula 400	9 Laps

Lunch will be at approx 1.00pm. All races will have trophies or medallions to the first 3 in each class  
**IT IS THE RIDER'S RESPONSIBILITY TO BE IN THE ASSEMBLY AREA  
 4 MINUTES BEFORE THEIR EVENT**

# Brands Hatch 18 - 19 April 2009

## Centenary Meeting

Welcome to the Centenary Meeting of the British Motor Cycle Racing Club at Brands Hatch one of the most iconic names in British Motorcycle racing.

Parades and classic races celebrating motorcycle racing down the years will feature over the two days.

THE FIRST 3 IN THE MZ CLASS COMING OVER THE TOP



Brooklands and Brands Hatch feature heavily in the history of the British Motor Cycle Racing Club and there is a classic pre-war "Brooklands Celebration" parade that will have British machines dating back to 1927 out on circuit. There will also be a "Hutchinson 100" parade for riders and machines who would have competed in that special meeting held at Silverstone and then probably more famously at Brands Hatch when the races were held in the reverse direction.

Classic Races for solo and sidecar classes with the latter including Morgans. There is also Round 2 of the Lansdowne Classic 2009 series where pre-1963 Grand Prix thoroughbred racing motorcycles will evoke memories of yesteryear.

The BMCRC-MRO classes that are racing here this weekend will not only be looking for points towards their relevant 2009 Championships they will also be racing for some of the club's most prestigious trophies. These trophies have been around for more than 50 years within the Club and names like Rex Judd, Noel Pope and Minnie Grenfell were all Brooklands racers.

There will be a special trophy awarded to the rider in each BMCRC and MRO class with the highest combined points total from the two races on Saturday and will be presented in the Kentagon during the traditional Saturday night trophy presentation.

The **MZ Class** has the young pretender to the crown of Chris Rogers leading the way at this early stage, Dean Stimpson, already has 6 wins this year and is going to prove very difficult to beat. Stimpson, Rogers, Andy Saunders, Matt Baldwin and Giles Spencer and all the other Zedders will be racing for the **Lambretta Trophy**.

The guy to beat in the **Yamaha Past Masters** is surely Michael Smith on the Yamaha YPVS 350. Smith also leads the YPM championship from Pete Fishwick, Paul Welch and Dan Wright who are all TZR 250 mounted. Look out for Pat Herron at one of his favourite circuits, Herron will be looking to add the **Arthur Wheeler Trophy** to his list of accolades.

The **EDlasia Formula 400** class has one of the BMCRC-MRO brightest young stars in its midst, ex-junior Moto-X and MRO Superteen rider Danny Buchan is still only 15 and will not be 16 until the end of April when he will move up to the 600s.

THE ARTHUR WHEELER TROPHY



DANNY BUCHAN WASN'T THERE FOR LONG, WAS HE PHIL?



A brand new Yamaha R6 and the MRO Stock 600 class awaits Buchan, which you would think would be good news for Phil Polden, Stephen Murphy, Greville Ball and the rest of the 400 guy's but Buchan at this present moment intends to carry on with 400 and will be favourite for the **Noel Pope Bowl**.

The BMCRC minitwins has just 18 points between the top four riders after the first two rounds but race winners could come from somebody outside the top four proving how open the minitwins are. Glynn Davies looks to protect his slender

championship lead over Adam Molloy but Richard Willsher is the man in form and will be looking to win the **Minnie Grenfell Memorial Trophy** on his HM built Suzuki SV650 minitwin. With the Rookie championship included within the main championship, Ross Mclurg, Lee Goodchild and Will Kemp-Longhurst are the riders to look out for.

The MRO Morello Powerbikes will be one of the classes to watch this weekend. Peter Baker has started off the year in inspired form, Baker is a multiple club champion but has never won an MRO title, could this be his year. Carl Nelson and MCN chief road tester Michael Neeves will be two of the guys chasing Baker as will Max Hunt who swaps his normal 600 R6 for an R1 this weekend. The closest challenge though could come from the returning Mark Lister, Barry Chapman on an ex BSB Rob Mac R1 Yamaha and ex five times Lord of Lydden and ex Champion of Brands, Tim Bourne, can Tim add **The Hector Dugdale Trophy** to his long list of titles.

We welcome the MRO Triumph Triple Challenge (TTC) back for the third year and their opening round of the 2009 season. Over the first two seasons of this excellent series riders have been able to move up into the BSB championship at British Supersport and National Superstock level. Once again there are two rounds of the TTC at BSB Rounds this year (Thruxton and Mallory) and it is an excellent stage for these riders to perform in front of a knowledgeable crowd and watching BSB teams.

THE NOEL POPE BOWL



PETER BAKER (8) LEADS HUDSON KENNAUGH (2) & TIM BOURNE (33)



With sponsors like TDG, Michelin, LPR and Gary Carling at Würth UK together with a new sponsor for 2009, Nitron who are more recognised from 4-Wheel Motorsport. Nitron will be supplying the rear suspension units and the front fork internals for the TTC. Who do we look for in 2009 well your guess is as good as mine but have a look at some of the youngsters in the series, Tommy Dale, Alex Olsen and 2008 MRO Superteen champion Stephanie Waddelow and ex MZ and 250GP World Championship rider Luke "Spooky" Lawrence. The TTC riders will be competing for the **Baragwanath Trophy**.

The **Rex Judd Trophy** will be awarded to the best overall performance in all classes.

Here's to a great weekend, hopefully the sun will shine and we can look forward to the next 100 years.

Pictures by Racing Line Photography [www.Racing-Line-Photography.com](http://www.Racing-Line-Photography.com)










Words by Richard Ringrow

email [richard.tracktalk@fsmail.net](mailto:richard.tracktalk@fsmail.net) Tel 07950 387617

## **What's Where?** Plans for the Paddock this weekend

This weekend the Club has extended an invitation to a range of Owners Groups and Clubs to display in the Upper Area of the Outer Paddock.

Expected to attend are:

<b>AJS &amp; Matchless Owners Club</b> (Kent Section)		<b>Moto Rumi Club</b>	
<b>Velocette Owners Club</b>		<b>Vintage Japanese Motorcycle Club</b>	
<b>Rudge Club</b>		<b>Triumph Owners Motorcycle Club</b> (Bexley)	
<b>Indian Owners Group</b>		<b>Triumph Triple Owners (TR3)</b>	
<b>Sunbeam Motorcycle Club</b>			

### **BROOKLANDS MUSEUM**

The Brooklands Museum will also have a display in the Upper Paddock featuring bikes from Bemsee's founding days direct from the Museum.

#### **Competing riders this weekend:**

#### **In the Lower part of the Outer Paddock will be:**

**BMCR Classes:** MZ's and Yamaha Past Masters, The Lansdowne Classic Series, Morgans and Classic Sidecars, All Parade Riders and their machines

#### **In the Central GP Paddock and Garages:**

**BMCR Classes:** EDIasia Formula 400's (Garages 4-12), BMCR Minitwins (Garages 13-21)  
MRO Powerbikes (Garages 22-30), Triumph Triple Challenge Series (Garages 31-35)



# KENTAGON BRANDS HATCH



**2009**  
BMCRC CENTENARY

After the racing on  
Saturday evening

# Beer at 1909 Prices!

MotorSport Vision has teamed up with Courage and are kindly supporting the BMCRC Centenary with Courage Beer on sale at 1909 prices, that's just 1p per pint! (Whilst stocks last)

**PLUS** music from 1909 – 2009 Disco and Skiffle band

[www.brandshatch.co.uk](http://www.brandshatch.co.uk)

Brands Hatch 



<b>VENUE</b>	<b>DATE</b>
Centenary Meeting, Brands Hatch	18 - 19 April
Cadwell Park	16 - 17 May
Snetterton	6 - 7 June
Oulton Park	Friday 26th & Saturday 27th June
Brands Hatch GP Circuit	25 - 26 July
Cadwell Park	22 - 23 August
Snetterton	5 - 6 September
Brands Hatch	26 - 27 September
Thruxton	17 October
Lord of Lydden & Sidecar Burnup, Lydden Hill	31 October - 1 November

**All meetings will have Friday practice day except: Oulton, Thruxton & Lydden**

# BRANDS HATCH

## SPRING CALENDAR

# 2009

Brands Hatch has a spectacular calendar of events in 2009. All of our spring and early summer meetings are listed here, but for in-depth information call us on 0870 950 9000 or visit our website.

### MARCH

Sat/Sun 7/8 March	BMCRC Bike Championships
Sun 15 March	MSVR Season Starter
Sat/Sun 21/22 March	NG Road Racing Bike Championships
<b>Sat/Sun 28/29 March</b>	<b>Truck Superprix</b>

### APRIL

Sat/Sun 4/5 April	HiQ MSA British Touring Car Championship
<b>Fri-Mon 11-13 April</b>	<b>British Superbike Championship</b>
Sat/Sun 18/19 April	BMCRC Centenary Race meeting
Sat/Sun 25/26 April	750MC Car Championships

### MAY

<b>Fri/Sat/Sun 1/2/3 May</b>	<b>A1GP – World Cup of Motorsport</b>
Sat/Sun 9/10 May	Classic Sports Car Championships
<b>Sat/Sun/Mon 23/24/25 May</b>	<b>Masters Historic Festival</b>
Sat/Sun 30/31 May	MG Car Club Championships


### JUNE

Sat/Sun 6/7 June	Dunlop Great & British Festival
Sat/Sun 13/14 June	BRSCC Car Championships
Sat/Sun 20/21 June	750MC Car Championships
Sun 28 June	Autotuner

**www.brandshatch.co.uk**  
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\* All events are subject to change

BrandsHatch 

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Photo of Alan Russell courtesy of Neil Boyle – [brakingzone.com](http://brakingzone.com)



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# THE JORDAN TOUCH

Photos: Dave Lane Photography and Steve J. J. J.

**Peter Molloy.**  
 2008 MiniTwins Champion.  
 2nd title in a row in BMCRC MiniTwins Championship.  
 Winner of Sir Algernon Guinness Trophy.  
 Best Solo Performer of whole Club 2008.



Gary Budgen. Winner  
 UK Thunderbike Champs. 08.



Peter Baker. Winner  
 MRO Powerbike Champs. 08



Mark Cringle. Winner.  
 Triumph Triple Challenge. 08



Steve Jordan. 3rd position.  
 MRO Powerbike Champs. 08



Sarah Jordan. 7th position  
 MRO Supersport Champs. 08



Ritchie Thornton. 3rd position.  
 ACU GSXR 600 Trophy. 08



Colin Martin. 3rd Position.  
 Manx GP Newcomers. 08



Max Exton. 3rd Position.  
 EDI Asia Formula 400 Champs. 08



Keith Roissetter. 3rd Position.  
 YPMs 250 Champs. 08



Matt Bond. European  
 Superstock 1000 Class. 08

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### SPONSORSHIP IN 2009

We will be sponsoring BMCRC MRO Supersport Series with a prize fund of £2000. See our website for details.



Steve Jordan Motorcycles, Beckley's Garage, Leatherhead Road, Great Bookham, Leatherhead, Surrey, KT25 4RQ  
 Tel: 01372 453322. [www.stevejordanmotorcycles.co.uk](http://www.stevejordanmotorcycles.co.uk)



No.	Rider	Hometown	Main Sponsor	Machine	CC	Type	C/C
3	Emmett Burke	London	Sunflame.co.uk	Yamaha	1000	R1	*
4	Dean Nicholls	Cranbrook		Suzuki	1000	GSXR	
5	Michael Neeves	Peterborough	PJB/Benjyalloys	Yamaha	1000	R1	
7	Dean Bowling	Maidstone	Clearcom	Ducati	1098		
8	Peter Baker	West Winch	Morello Roofing	Suzuki	1000	GSXR	
9	Shaun Hennessey	Wells	Hennessey Builders	Suzuki	1000	GSXR	
14	Harry Cole	London		Ducati	1098		
17	Andrew Sams	Paddock Wood		Suzuki	1000	GSXR	
18	Mark Parrett	Midhurst	C&C Ltd	Yamaha	1000	R1	
19	Lee Keeble	Binfield		Yamaha	1000	R1	
20	Oli Henderson	Newbury	Best of Bikes	Suzuki	1000	GSXR	
25	Jonty Dixon	Barford	Antec Asbestos	Suzuki	1000	GSXR	
29	Mark Lister	Enfield	LCS/Orwells M/C	Yamaha	100	OR1	
30	Tony Coombs	Waltham Cross	SDC Performance	Kawasaki	600	ZXR	
32	Neil Bustin	Polegate		Suzuki	1000	GSXR	
33	Tim Bourne	Ashford		Honda	1000	CBR	
35	Carl Nelson	Fakenham		Honda	1000	CBR	
37	Max Hunt	London	Race Lab	Yamaha	1000	R1	
40	Richard Green	Hanslope		Yamaha	1000	R1	*
41	Matt Flower	Eastbourne	Bourne Racing	Yamaha	1000	R1	*
42	Ben Hardy	Hullbridge		Yamaha	600	R6	
44	Gary Smith	St Albans	SDC/Echelon Consultancy	Ducati	1098		
47	Barry Chapman	Hayle		Yamaha	1000	R1	
48	Dave Shelvey	Surbiton		Suzuki	600	GSXR	
49	Mark Barton	Lakenheath	Monellies Hair & Beauty	Yamaha	1000	R1	*
55	Vince Williams	Blunham	SDC/Echelon Consultancy	Ducati	1098		*
57	Ray Stagg	London		Suzuki	1000	GSXR	
72	Andy Rothery	Shalfleet, IOW		Yamaha	1000	R1	*
73	Sarah Jordan	Billingshurst		Suzuki	600	GSXR	
74	Andy Burke	Hailsham	Templemore Developments	Yamaha	1000	R1	*
75	Peter Woodall	Hanworth	Core Projects Ltd	Honda	1000	CBR	
77	Steve Jordan	Billingshurst	Steve Jordan M/Cycles	Suzuki	700	SV	
78	Peter Carr	Sandown, IOW		Yamaha	1000	R1	*
79	Gerrard Fallon	Edmonton		Suzuki	1000	GSXR	*
85	Ben Clark	Longfield		Yamaha	1000	R1	*
88	Scott Halliday	Eastbourne	Plant Movements	Suzuki	1000	GSXR	
91	Mark Grover	Whitstable	GG Racing	Suzuki	750	GSXR	*
92	Hilary Phillips	Penzance	Solo Building Supplies	Suzuki	1000	GSXR	
94	Martin Bissell	Polegate		Yamaha	1000	R1	
96	Jack Sim	Tonbridge	Ghekko.com	Yamaha	1000	R1	

\* Denotes Clubman Cup

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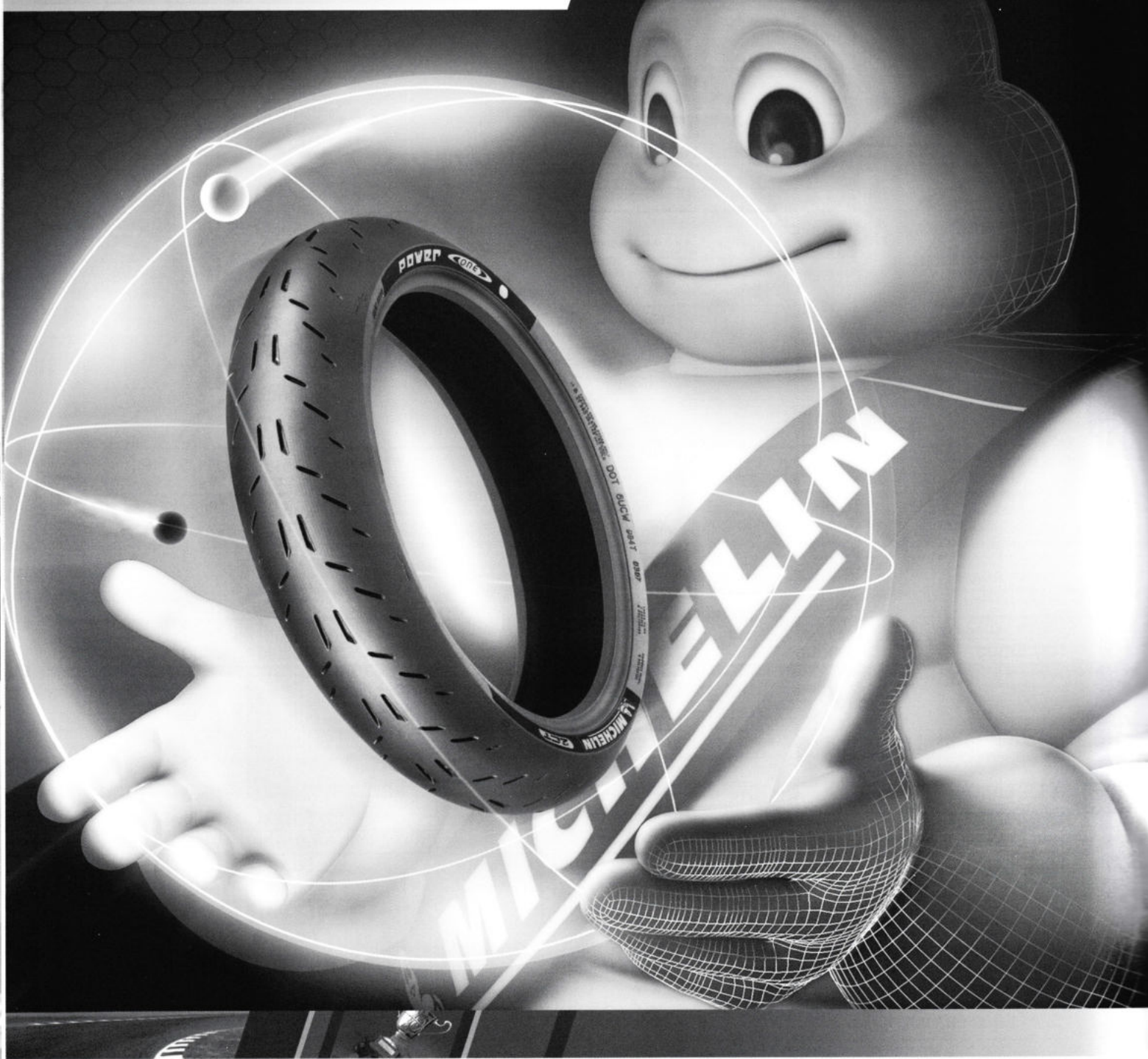
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- By over 130 test riders

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**POWER ONE**

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No.	Rider	Hometown	Main Sponsor	Machine	CC
7	Luke Lawrence	Sudbury	spookyriding.co.uk	Triumph	675
8	Curtis Rothwell	Bolton		Triumph	675
9	Reece Rothwell	Bolton		Triumph	675
10	Lance Carey	Hailsham		Triumph	675
20	Jamie Devine	Chester	JST Racing	Triumph	675
22	Duncan Knox	Hereford	Level Peaks	Triumph	675
33	Paul Hughes	Dunley	Colin Mitton	Triumph	675
34	Stephanie Waddelow	Ely	SS Racing/Signal UK	Triumph	675
36	Sean Noice	Market Harborough	Clan Ceramics Ltd	Triumph	675
46	Rhalf Lo Turco	London		Triumph	675
56	Alex Olsen	Cooling	Bob Farnham	Triumph	675
69	Brett Carter	Nottingham		Triumph	675
71	Allister Haynes	Cheltenham	Cotswold Style	Triumph	675
74	Tommy Dale	Romford	Bob Farnham	Triumph	675
78	Ben Miller	Royston	The Printworks	Triumph	675
81	Nicholas Blockley	Bletchley	PBPB	Triumph	675
90	Ricky Chadwick	Stonham		Triumph	675

Notes



Results 1st

2nd

3rd

Pirelli Diablo Rosso.  
Because passion should have no limits.



**DIABLO**  
ROSSO

**PIRELLI**

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No.	Rider	Hometown	Main Sponsor	Machine	CC	Type
5	Russ Joyner	Wimborne	Inzane	Ducati	800	SS
7	Barry Chapman	Maidstone		Suzuki	650	SV
8	Chuck Readman	Chelmsford		Suzuki	650	SV
10	David Lodge	Crawley		Suzuki	650	SV
11	Daniel Williams	Kings Lynn		Suzuki	650	SV
15	Will Kemp	Longhurst	Sidcup	Suzuki	650	SV R
18	Lee Goodchild	Chelmsford	Comfort Cooling UK	Suzuki	650	SV R
20	Paul Wardell	Daventry	Bee Design Ltd	Suzuki	650	SV R
23	Ross McLurg	Selsdon	Carbontek	Suzuki	650	SV R
26	Glynn Davies	Reading	BCL Racing	Suzuki	650	SV
27	Gabrielle Burne	Stevenage	MHP	Suzuki	650	SV
29	Gary Jones	Falmer		Suzuki	650	SV
30	Matt Bloor	Horley	CSRonline.co.uk	Suzuki	650	SV
31	Sam Cox	London		Suzuki	650	SV
33	Victoria Miller	Ascot	Gstunts.com	Suzuki	650	SV R
34	Richard Willsher	Sevenoaks	Willsher Plant/P&R Plumbing	Suzuki	650	SV
38	Adam Molloy	Biggleswade	Steve Jordan M/Cycles	Suzuki	650	SV
39	Luke Macrae	Billingshurst	European Pump Services	Suzuki	650	SV R
40	Simon Snowden	Peterborough	Stamford Superbikes	Suzuki	650	SV
41	James Higlett	EnfieldBCL	Racing	Suzuki	650	SV
42	Paul Holden	Ipswich		Suzuki	650	SV R
44	Scott Jerome	Hadleigh		Suzuki	650	SV
48	Mark Hill	Stevenage	Mark Hill Performance	Suzuki	650	SV
51	Luke Hatch	Higham on the Hill	Tecnik Displays	Suzuki	650	SV R
54	Adam Jamison	East Preston		Suzuki	650	SV
56	Jason Soilleux	Peterborough		Suzuki	650	SV
62	Dan Hopkins	Bishops Stortford	SDC Performance	Suzuki	650	SV
64	Adam Palfreman	New Barne	tSafelink/Golmar	Suzuki	650	SV
68	Mark Taylor	Ashingdon	Lambro	Suzuki	650	SV
69	Tony Russo	West Malling	Titan Elevators	Suzuki	650	SV
70	Peter Thornton	Thatcham	Cadmatic	Suzuki	650	SV R
73	Gavin Harcourt	Eastleigh		Suzuki	650	SV
80	Nick King	Colchester		Suzuki	650	SV
82	Matt Hinnells	Saxmundham	SDC/Garwood Engineering	Suzuki	650	SV
83	Gary Copperwheat	Amphill	Amphill Motors	Suzuki	650	SV R
86	Paul Witherington	Wallington		Suzuki	650	SV
92	Richard Goodwin	Wickford	Mistral Performance	Suzuki	650	SV
93	Garry Lawrence	Westoning	Country Properties/Steve Jordan	Suzuki	650	SV
100	Tim Jones	Stone	Mymotor.com	Suzuki	650	SV

Notes

**Rookie Mintwins are generously sponsored in 2009 by BCL Watches**

**Results 1st**
**2nd**
**3rd**

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ALWAYS TWO WHEELS AHEAD



No.	Rider	Hometown	Main Sponsor	Machine	CC	Model
3	Gary Henning	Chessington		Kawasaki	400	ZXR
5	Stuart Gill	Heybridge		Kawasaki	400	ZXR
7	Pete Fishwick	Reading		Yamaha	250	TZR
8	Simon Exton	Plaistow	Ray-Gun	Kawasaki	400	ZXR
9	Gerhard Quinn	Leeds		Kawasaki	400	ZXR
10	Steve Murphy	Folkestone		Kawasaki	400	ZXR
14	Amanda Wake	Yeovil		Kawasaki	400	ZXR
16	Paul Neal	Basingstoke		Kawasaki	400	ZXR
18	Mark Parbury	Colchester		Yamaha	400	YPVS
20	Nick Lewis	Slough		Kawasaki	400	ZXR
22	Dave Harvie	Borehamwood		Kawasaki	400	ZXR
24	Juliet Bland	Rochford	EDIasia	Kawasaki	400	ZXR R
25	Paul Hinton	Orpington	MAP Racing	Honda	400	CBR
28	James Runham	Ely	ARC	Honda	400	CBR R
32	Chris Camps	Newmarket		Honda	400	CBR R
34	Dave Shannan	Southwater		Yamaha	400	FZR
36	Greville Ball	Hever		Kawasaki	400	ZXR
37	Dale Bingle	Colchester		Kawasaki	400	ZXR R
41	Simon Braby	Colchester		Kawasaki	400	ZXR
42	Phil Polden	Great Totham	EDIasia	Kawasaki	400	ZXR
43	Steve Palmer	Bournemouth	Race Lab	Kawasaki	400	ZXR
45	Colin Martin	Rayleigh		Honda	400	CBR
52	Malcolm Hutcheon	Crawley		Honda	400	VFR
53	Lee Allen	London		Honda	400	VFR R
58	Richard Andrews	Gillingham		Kawasaki	400	ZXR R
60	Ian Read	West Malling		Suzuki	250	Tyga
61	Kevin Neal	Basingstoke		Kawasaki	400	ZXR
66	James Caswell Cox	East Preston		Honda	400	ZXR
67	Simon Allen	West Molesey		Honda	400	CBR
75	Owen Singleton	London		Kawasaki	400	ZXR
81	Paul King	Ipswich		Suzuki	250	RGV
83	Danny Buchan	Burnham on Crouch		Kawasaki	400	ZXR
87	Steve Hogben	Rochester		Kawasaki	400	ZXR R
98	Rob Pragnell	Portsmouth		Kawasaki	400	ZXR

### Notes

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Yes we can!

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**Results 1st**

**2nd**

**3rd**

**BROOKLANDS  
MUSEUM**

**2009**

# MOTORCYCLE EVENTS

**"TEAM PLAYPEN"**. Bikes from the Museum collection running in a small arena. Every Thursday in the School Holidays  
FEB 19, APRIL 16, MAY 28,  
AUG 6, 13, 20, 27 OCTOBER 2

**"OPEN HOUSE"** A monthly invitation to bring your race bike or unregistered road bike project to run, test, ride and tinker in our arena. Just turn up, no pre-entry forms, pay normal Museum entry  
SATURDAYS MAY 16 (Norton Day)  
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**"WINGS AND WHEELS"**. High speed runs up to 150mph on the runway at Dunsfold Aerodrome. Racing bikes, "Superbikes" and cars plus a spectacular air-show. Great family attraction.  
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**THE BROOKLANDS MOTORCYCLE FESTIVAL  
"BROOKLANDS RELIVED.....AND BEYOND"**  
Pre 1939 road and race bikes plus race bikes from the 1950s to the present day. Up to 200 entries expected. Action on Test Hill and the Mercedes-Benz World track. Something for all enthusiasts. Our biggest bikes-in-action meeting of the season.

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[www.brooklandsmuseum.com](http://www.brooklandsmuseum.com)

OPEN 10.00AM TO 4.00PM FROM NOVEMBER TO MARCH  
10.00AM TO 5.00PM FOR ALL OTHER MONTHS  
OPEN SEVEN DAYS A WEEK

Programme may change, check before you travel



Michael Swain '09



From April 1909 to the outbreak of the Second World War the British Motorcycle Racing Club enjoyed almost four decades of organising motorcycle racing events at Brooklands. So it's with considerable anticipation and appreciation that Bemsee, of which the British Motorcycle Racing Club is warmly recognized, have invited the Brooklands Museum to the BMCRC Centennial meeting at Brands Hatch over the weekend of 17th, 18th and 19th April 2009.

The British Motorcycle Racing Club was founded in March 1909 at Carlton House, Regent Street, London, which was the headquarters of the British Automobile Racing Club who operated the Brooklands racing track at Weybridge in Surrey. Within a month Bemsee had arranged the first ever motorcycle race meeting at Brooklands on 18th April of that year. There were two main races, both handicaps, and preliminary races to decide the handicap allowances.

1921 - BROOKLANDS  
BMCRC MEETING  
1000CC HANDICAP.  
(1) BERT LE VACK -  
INDIAN (5) TED  
BARAGWANATH -  
MARTIN JAP



The first was a two-lapper with a first prize of twenty shillings and the second a hill climb using the test hill with the competitors riding in pairs. Sidecar racing was introduced in 1912. Two motorcycle events were held on the track during the First World War, both organised by the British Motorcycle Racing Club, for men serving in the Armed Forces. One of these was the so called 'All Khaki' Meeting held on 7th August 1915.

The classic races of the twenties and thirties were the 200 mile solo and sidecar races, and the Hutchinson Hundred handicap race first held in 1925. From this year until hostilities began the winner of the Brooklands Hutchinson 100 handicap received the

magnificent Mellano Trophy. This famous priceless award was valued at 250 guineas when it was presented to the British Motorcycle Racing Club by Mr A.V. Mellano of the Hutchinson Tyre Company in 1925 and to this very day is Bemsee's most treasured award. Nowadays, the club's oldest challenge cup is awarded to the club's rider of the year.

BROOKLANDS TEST HILL

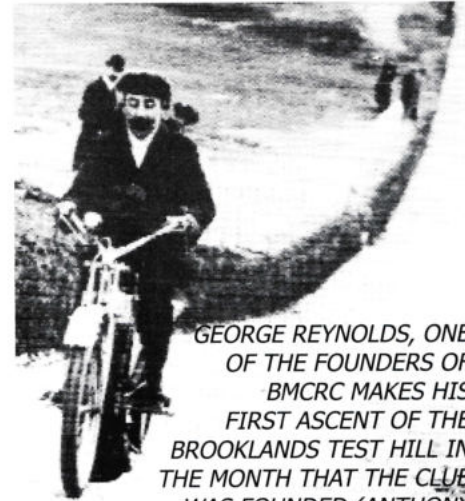


The desire for young riders to race the famous Brooklands Motor Course grew rapidly and the likes of 'The Motorcycle' magazine were organising meetings for motorcycle clubs who would divide their interest between road and track activities. But the mainstay of the programmes throughout the years Bemsee raced at Brooklands were the short distance and lightning handicaps held over three, five or ten laps of the outer circuit. During this time Bemsee and Brooklands were advancing with great haste on and off the track. As a variant of the outer track the mountain circuit was devised and later the Campbell circuit was created.

During the forthcoming years Bemsee was widening its scope and interests for the future. But an entirely new set of circumstances had

to be faced when the club was reformed in 1947. Brooklands was not restored after the war but sold off instead and as a consequence left Bemsee without a home.

It will be impossible to recreate the Brooklands track configurations but this Centennial event will create a golden opportunity for spectators to see some of the famous machines that Bemsee riders raced for real during the early years of the twentieth century.



GEORGE REYNOLDS, ONE OF THE FOUNDERS OF BMCRC MAKES HIS FIRST ASCENT OF THE BROOKLANDS TEST HILL IN THE MONTH THAT THE CLUB WAS FOUNDED (ANTHONY BAYLEY COLLECTION)



1920 - 1ST SIDECAR TO COVER 100 MILES IN LESS THAN 100 MINUTES

BROOKLANDS BANKING



The first official motorcycle race at the Brooklands Motor Course took place on 20th April 1908. It was a short affair, just two laps of the Outer Circuit, put in as something of a novelty in the Easter Monday car meeting. The race lasted about 12 minutes but it attracted an entry of 22 specially invited riders who competed for a chance to win 25 guineas (£26.25), a rich prize for those days.

On 25th March 1909, the new Test Hill opened at Brooklands and the first motorcyclist to ascend the Hill was George Reynolds. Reynolds was one of the founders of the British Motorcycle Racing Club because he and several other riders did not like the idea of having to wait for the Brooklands Automobile Club grudgingly to invite them to race on the track. As a result, they formed their own club, the BMCRC and soon set about organising their own meetings.

So began an association between motorcycle racing, Brooklands and "Bemsee" which continues to this day and features in today's meeting.

### BEMSEE INTRODUCES THE "HUTCHINSON 100" AT BROOKLANDS

After the First World War, Bemsee organised 200 mile solo races at Brooklands. These were scratch races and the professional riders dominated them, which was not very satisfying for Club riders. So in 1925, Bemsee organised a 100 mile handicap race to give the amateurs a better chance of success. Mr A V Mellano of Hutchinson Tyres donated a huge cup valued at £250. So the famous names, "Hutchinson 100" and "Mellano Trophy" entered the BMCRC history.

The first race, limited to 50 starters was oversubscribed because the prize money was so generous.

The handicap system meant that the "limit man", first away on the smallest machine, started nearly half an hour before the "scratch man", making for a very lonely ride at the front for about a third of the race until the rest of the field began to catch up. That system gave Eric Fernihough a win in 1934 on a 173cc Excelsior-JAP, the smallest machine ever to win the Trophy under the original rules. His average speed was over 82mph. Think about that for a moment.....100 miles at 82 mph on a 173cc bike 75 years ago.....racing was certainly "improving the breed" !!



As the handicapping became more accurate, mid-sized bikes won more races and 350cc machines won half of the races held up to 1939. Only one rider came through to win from "scratch", Len Bicknell on a 498cc Bicknell-JAP. Les Archer achieved an outstanding win in 1933 by bringing home his 350cc KTT Velocette at an average speed of over 100mph, the first time a 350 had covered one hundred miles in an hour on a British Track.



BMCRC OPEN CHAMPIONSHIP MEETING - BROOKLANDS.  
1 HOUR RACE FOR JUNIOR TT MACHINES, 1912

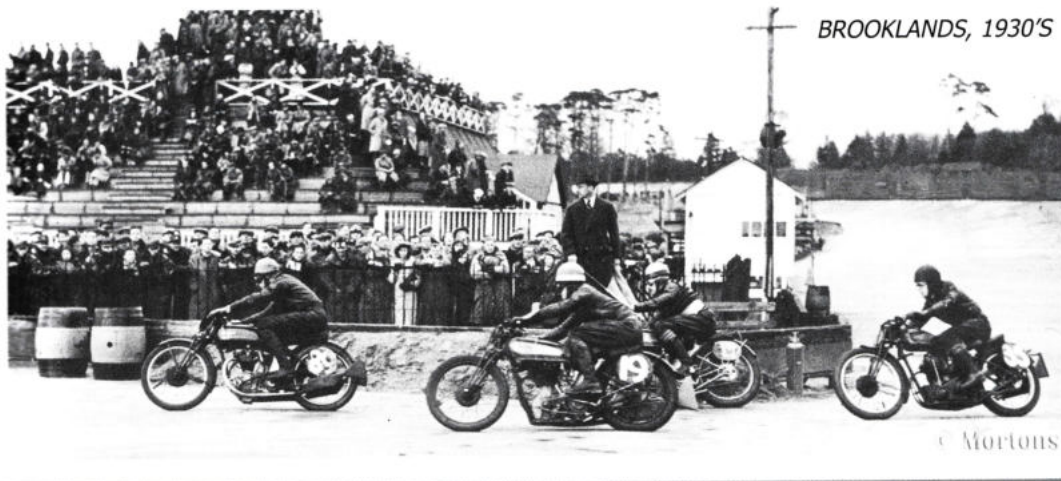
Then, in 1939, in the words of 94 year old Brooklands Gold Star holder, Denis Loveday, "Some bloke called Hitler started a war and put a stop to all the fun"

**1947, "THE HUTCH" CHANGES CIRCUITS**

The Brooklands track never recovered from the War. Six years of weather damage and heavy vehicles had broken much of the surface and the availability of inexpensive circuits on former airfields meant that racing would never return to the Surrey speed bowl.

In 1948 and 1949, the Hutchinson 100 was staged at Dunholme Lodge Airfield in Lincolnshire. The interest in the 1948 event was such that three separate 100 mile races were held for 250cc, 350cc and 1000cc classes. With 100 entries for the 350cc class alone, the timekeepers were faced with an almost impossible task.

In 1949 the event moved to Silverstone. In 1950 the race was run in driving rain and a strong wind. Sidecar outfits competed directly against solos and Cyril Smith on his Norton outfit won the Trophy. The following year, the weather was perfect but the result was similar, Eric Oliver (Norton/Watsonian) took the honours with a sidecar.



**1952 A CHANGE OF HANDICAP**

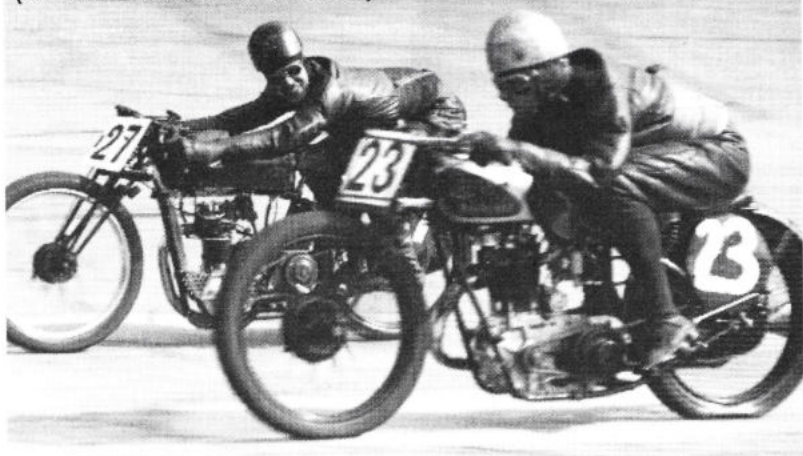
The Handicap system was altered in 1952. The Mellano Trophy would go to the rider whose average race speed exceeded the lap record for his class by the greatest margin (or came closest to the class lap record). The first winner under that system was Cecil Sandford on a 125cc MV. Cecil repeated the win on an FB Mondial in 1956 and 1957.

**1957 "THE HUTCH" GOES INTERNATIONAL**

Riders from France, Germany, Switzerland and Sweden entered the first "Hutch" run under an international permit. Enthusiasts anticipated eagerly the first English contest between Geoff Duke's Gilera and John Surtees' MV Agusta. Gilera said, "No" and the fans were denied the excitement. In 1961, another sidecar outfit took the honours when Florian Camathias (492cc BMW) became the first foreign rider to claim the Trophy.

In 1965, Toshio Fujii on a 50cc Suzuki surprised everyone by winning the Trophy with a race speed faster than the 50cc lap record.

ERIC FERNIHOUGH ON HIS 172CC EXCELSIOR-JAP PASSES CHARLES MORTIMER ON THE 250CC NEW IMPERIAL. 25 AUGUST 1934 (ANTHONY BAYLEY COLLECTION)



**AND SO TO BRANDS.....**

In 1966, the Hutchinson 100 moved to Brands Hatch and it is here, today, that the three elements on Brooklands, Bemsee and Brands come together as machines of the Brooklands era and bikes from the Brooklands Museum collection take to the track to recreate the sounds and sights of the early days of The Hutchinson 100. As for the Mellano Trophy, that spends most of the year on show at Brooklands Museum surrounded by racing machines that shared its history.

Thanks to Roger Bird, Librarian at Brooklands Museum, who researched the information for this article.



## MOTORCYCLING AT BROOKLANDS IN 2009

### BROOKLANDS MUSEUM ADMISSION PRICES

Adults	£9
Seniors	£7
Children (6 to 16yrs)	£5
Family ticket (2 Adults and up to 3 Children)	£24
Concorde Experience:	
Adults	£4
Children	£2

For event details, visit  
[www.](http://www.brooklandsmuseum.com)

**brooklandsmuseum**  
.com

Telephone  
**01932 857 381**

One hundred years after the foundation of "Bemsee", Brooklands is still an active venue for historic and classic motorcycle events. Racing is, of course, out of the question because the remains of the track are totally unsuitable.

It is, however, still possible for riders in events like "Brooklands Relived" to follow the wheel tracks of George Reynolds to ascend the famous Test Hill and to experience the scale of the Members' Banking. In addition to parades on parts of the original track, some events now extend on to the modern, twisty surface of the Mercedes-Benz World "handling" track.

The aim of motorcycle events at Brooklands is to get visitors close to the machinery, the riders and the action safely and for the riders to have enjoyable days at low cost.

As well as organising events, the Museum Motorcycle Volunteer Team meets every Thursday to work on the machines in the Museum collection. They always look forward to "talking bikes" with visiting enthusiasts and often run some of the bikes in order to test them.

In addition to the motorcycles, Brooklands Museum is home to a range of historic bicycles, cars and aircraft including the pristine 24 litre Napier Railton of John Cobb and Concorde "Delta Golf", fully restored and open to visitors. (There is a small extra charge for the Concorde Experience).

Mix all those fascinating exhibits with the sound of open exhausts, the smell of hot oil, a whiff of methanol and motorcycle events at Brooklands become the best-value days out in the motorcycling calendar.

**BROOKLANDS  
MUSEUM**



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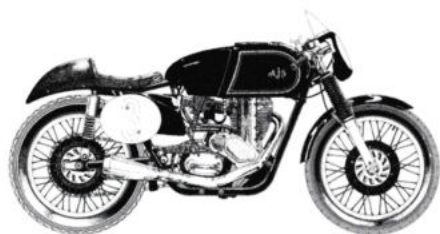
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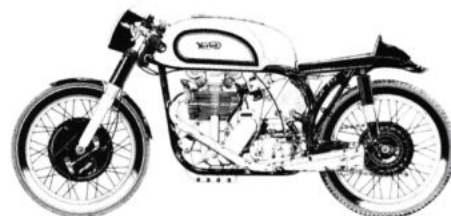
No.	Rider	Hometown	Main Sponsor	Machine	CC	Year
1	Charlie Mates	Hoddesdon		Honda	125	1964
2	Mark West	Bishops Waltham		Egli Vincent	1000	1948
3	Mark Blackden	Mayfield		Norton	498	1960
4	Michael Hart	Sandwich		Norton	348	1954
5	Colin Jones	Godalming		Itom Competizione	50	1957
6	Jerry Fiford	New Malden		Ducati	249	1969
8	Chris Shearing	Whitstable		Honda	175	1972
9	Scott Fiford	New Malden		Ducati	250	1969
10	Michael Flack	Swavesey		Aermacchi Melisse	350	1968
11	Tony Green	Sandwich		Honda	750	1974
14	Chris Lodge	Chelmsford		Triumph	650	1966
15	Peter Crew	Sandhurst		Yamaha	247	1967
16	Malcolm Clark	Betchworth		Matchless	500	1954
18	Barry Gooding	Worth		Capon Vincent	998	1948
19	Dave Weech	Hildenborough		Triton	650	1968
21	Raymond Palmer	Maidstone		Pope Special	50	1959
24	Dave Frost	Benfleet		Greeves	242	1963
27	John Pitt	Ringwood		Honda	125	1961
28	Michael Lee	Goring by Sea		Yamaha	250	1967
31	David Hammond	Headley		BSA	646	1959
32	Michael Gower	Tonbridge	M G Motorcycles	AJS	349	1961
33	Andrew Smith	Kingston	Race Lab	Triumph	500	1967
36	Ian Plumridge	Horsham		Honda	49	1966
37	Tony Dunderdale	Birchington		Norton	500	1962
38	John Hammond	Tiverton		Aermacchi	344	1968
46	Robert Foster	Emberton		Aermacchi	344	1968
48	Kevin Richards	Throwley		Yamaha	350	1974
49	John Knight	Halstead		Ducati	748	1969
50	Tony Hudson	Stroud		Honda	250	1962
51	Richard Kent	Walton on Thames		Triumph	500	1969
57	Christopher Kirby	Uckfield		Norton BSA	350	1960
58	Hayes Shearing	Sittingbourne		Honda	175	1972
60	Keith Hines	Sittingbourne		Ducati	250	1965
61	Tim White	Brackley		Norton	350	1957
62	Chris Darnell	Midhurst		Itom Racer	50	1962
65	Barry Wright	Worcester Park		Ducati Saxon	249	1970
72	Janneane Drew	Snodland		Honda	250	1964
74	Mike McDonnell	Huntingdon		Tribsa	650	1960
76	Nigel Smallbone	New Malden		Boyer Triumph	500	1968
78	Vince Cundle	Horam		Yamaha	347	1972
88	Kevin Hinton	Rainham		Norton Goldstar	500	1960
93	Martin Hawkins	Meopham		Montesa	250	1967
111	Len Haggis	Crawley		Norton BSA	500	1958
131	Jack Gooch	Hounslow		Norton	348	1959
146	Graham Bailey	Purley	Pat Sproston	Kawasaki	500	1970
157	Tony Haywar	Withyham		Triumph	500	1972
158	Michael Potter	Ipswich		Triumph	500	1968
202	Keith Thomas	Gosforth	David Twiss	Greeves	250	1965
319	Michael Wade	Olney		Norton Goldstar	500	1960
363	Geoffrey Gattrell	Carshalton		Douglas	350	1951
642	Terry Shepherd	Wincanton		BSA Taylor Dow	650	1958

Notes

**Results 1st****2nd****3rd**



# THE LANSDOWNE CLASSIC SERIES



## Lansdowne Classic Series

350cc Class Riders & Machines



No.	Rider	Hometown	Main Sponsor	Machine	CC	Type
3	Nick Bedford	Cambridge		Norton	348	Manx *
9	Tim Jackson	Warwick		AJS	350	*
14	Jeff Bing	Saunderton		Norton	350	*
20	Jamie Donaldson	Crowborough		Norton	350	Manx *
23	Andy Molnar			Norton	350	*
38	Bob Warren	Paddlesworth		AJS	349	7R *
43	Alan Windsor	South Godstone		AJS	348	7R *
44	Charles Watson	Larkfield		Norton	350	*
45	Sebastian Perez	Chesterfield		AJS	350	*
47	Peter Swallow	Holmfirth		Norton	348	Manx *
50	Colin Dally	Bamber Bridge		AJS	348	*
59	David Hebb	Wootton		Norton	348	Manx *
71	Andrew French	Oxford		Aermacchi	344	*
96	Geoff Leather	Sandown		Norton	349	Manx *
115	Peter Crew	Sandhurst		Velocette	350	Duke KTT *

**Will run with Classic 1300** \* Denotes Lansdowne 350 Cup

## Classic 1300

Riders & Machines

No.	Rider	Hometown	Main Sponsor	Machine	CC	Type
8	Chris Chapman	Leatherhead		Triumph	930	Rob North
10	Adrian Cooper	Maulden		Norton	920	Seeley
11	Malcolm Hearn	Stowmarket		Triumph	741	Trident
12	Hansueli Hug	Switzerland		Rudge	500	Ulster
16	Nigel Smallbone	New Malden		Puma	745	Seeley
25	Mike Farrall	Chester		Rudge	500	Ulster
30	Roy Robertson	Worthing		Vincent	1272	Eali
48	Paul Coote	Haverhill		Triumph	930	
53	Keith Jarvis	Ashford		Triumph	750	
77	Gary Thwaites	Kendal		Norton	750	Commando
133	Mark West	Southampton		Triton	750	
134	Christoph Betschart	Switzerland		Norton	500	
331	Alex Rummel	Switzerland		Rudge-Whitworth	530	

### Notes

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Results	1st	2nd	3rd
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The racing members of the CRMC, the VMCC, BHR and the MTWC are pleased to be supporting The British Motorcycle Racing Club in their centenary year.

Over the next two days there will be races that feature the riders from all three clubs. The races will feature machinery from the early years, through the English dominated years where the big names of the British motorcycle industry; Norton, BSA, AJS and Triumph proved unbeatable, the exotic machines from Italy, and to the invasion of the Japanese that all but decimated the British racing and motorcycle industry, leading to their peak years from the 70's to present day.



SID ORMROD

For the observer, there will be the sound and sights of the Manx Norton's, further developed by the Summerfield's and Molnar engineers to their present form, the G50 that matches the Manx in many ways, the earlier four valve Norton and Triumph twins developed into the eight valve versions by Nourish and others, the BSA singles, and Triumph triples that will define their presence by their exhaust note, and performance attributed to Rob North, and in the midst of it all, the Honda's, the two-stroke Yamaha's and Suzuki's that will show "where it all went wrong" for the British Industry.

The Threewheeler class will demonstrate the wide variation of the tricycle that continues to be raced through to this day. The Morgans date from the early 1930's through to just post-war, and are represented by the racing twins, easily distinguishable by their external engine configuration, running Castrol R and fuelled by methanol, producing in excess of 100 bhp; the F Types that constitute much of the Touring Modified class, where the club rules allow only for minor changes to width and engine tuning, and the exceptions to the rule, the two F Types tuned beyond TM rules using overhead inlet valve engines and developing almost 70bhp, and the very pretty Matchless twin in TM class. The rest of the field is enthusiastically supported by various engined and wheel size outfits and the Mini powered Berkley, each with it's own riding/driving style required.

This year also sees the Centenary of the Morgan Company; threewheeler production commencing in 1909, the twin cylinder engined models using most of the available engines of the day, Anzani, JAP and Matchless, blending into the Ford engined variants in the mid 30's manufactured through to the early 50's where the last of the F Types rolled off the production line, overlapping the four wheeled cars that are still produced at their factory in Malvern today, with the grandson of the founder managing the company.

Enjoy the sights, sounds and smell, come into the paddock; meet the racers and marvel at the range and styles of the Classic and Vintage racing machinery that will be competing this weekend.



GLEN ENGLISH



No.	Rider/Passenger	Hometown	Machine	CC
7	Brian Gray Ben Gray	High Wycombe High Wycombe	Honda	750
16	Danny Hodgson Sandra Beyse Maran	Earby Earby	Morgan	1172
30	Chas Reynolds Grahame Joseph	Macclesfield Arundel	Morgan	1250
34	Matt Kingsmill Alan Bedford	Wooburn Moor	BMW	1000
38	Peter Clews John Thompson	Stoke on Trent Stoke on Trent	Morgan	1172
39	Charles Pilbeam Mike Powell	Barnetby le Wold Willingham	Morgan	1172
46	Greg Bibby Paula Heaney	Leicester Chesterton	Morgon	1208
56	Bruce Grant Dianne Grant	Barry Barry	Morgan	1172
57	Sid Ormrod Alan Blacklock	Carnforth Consett	Berkely	1293
95	Timothy Gray George Gould	Trowell Stapleford	Morgan	1172
194	Stefan Freuler Christoph Betschart	Switzerland Switzerland	Triumph	500

Notes

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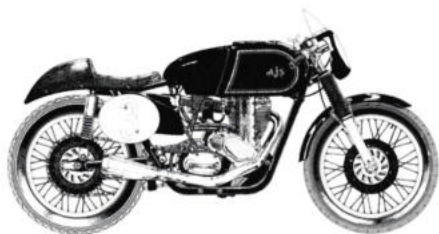
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# THE LANSDOWNE CLASSIC SERIES



Welcome to Round 2 of the Lansdowne Classic Series 2009 championship.

The Lansdowne Classic Series (named after James Lansdowne Norton, founder of Norton Motorcycles) is now in its 9th year during which time it has become established as a prestigious race series for pre 1963 Grand Prix Thoroughbred Racing Motorcycles. Evocative models like Manx Norton, AJS 7R, Matchless G45, amongst others, are raced in as near original specification as possible to recreate the sight and sounds of a golden era in Grand Prix racing when British machines and riders were (almost) invincible. The Series' attention to detail extends to encouraging riders to wear traditional black leathers.

The bottom line, however, is that this is a genuine race, not a parade, so these machines are always ridden to the limit, as they were always intended to be and this weekend at Brands Hatch will be no exception.

If Round 1 three weeks ago at Donington Park Racing is anything to go by the racing in the 350 class (distinguished by Blue number plates) is going to be really tight. Andy Molnar (Norton) served notice on the pack by scoring maximum points through two wins but snapping at Andy's heels will be undoubtedly be the very experienced Tim Jackson (AJS) who trails by just 4 points and also David Hebb (Norton) who is just 4 points in arrears of Tim. That said, several other riders are capable of taking the top honours at Brands; look out especially for Colin Dally (AJS) and Pete Swallow (Norton).

Moving to the Blue Ribbon 500cc class, well, it could be anyone's guess!!! Mike Russell (Norton) currently leads the series with two magnificent second places at Donington but No1 plated Duncan Fitchett (Norton) is just one point behind so is bound to be a formidable contender here at Brands, supported also by his team mate Mark Sharrock (Norton). The wild card amongst these riders is Lee Moore, a former Lansdowne Champion returning after a 3 year layoff and who's two fourths at Donington have already put him 3rd in the 2009 championship. However, perhaps the greatest threat to these four Nortons is Glen English (Matchless) – on his day probably the fastest man on the grid on potentially the quickest bike.



MIKE RUSSELL 500CC MANX NORTON CONGRATULATES DUNCAN FITCHETT 498CC MANX NORTON

DENNIS BUNNING  
500CC MATCHLESS  
FOLLOWED BY MIKE  
RUSSELL 500CC MANX  
NORTON

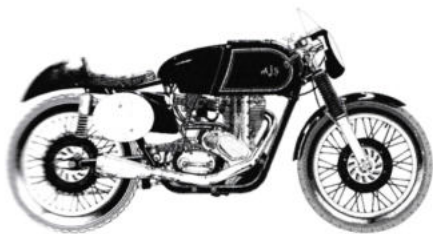


A special mention also needs to be made of Stan Woods, a former Suzuki works team rider, who now satisfies his competitive instincts by racing in the Lansdowne and is here racing with us at Brands this weekend aboard his own 500cc Manx Norton.

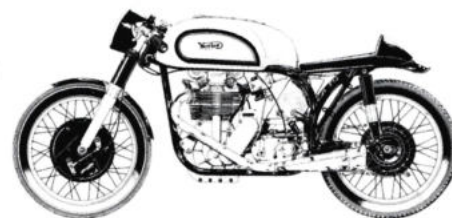
What these bikes lack in modern sophistication is more than made up by the racing spectacle and historic connotations. I hope you enjoy the racing and if you want to learn more about the Lansdowne or see the bikes at closer quarters please do visit our base in the paddock.

*Richard Thirkell*  
Series Organiser

Photos courtesy of Anthony Beck  
Photography, abimagery.co.uk



# THE LANSDOWNE CLASSIC SERIES



## Lansdowne Classic Series 500cc Class Riders & Machines



No.	Rider	Hometown	Main Sponsor	Machine	CC	Type
1	Duncan Fitchett	Wroughton	GB Access Ltd	Norton	500	Manx
6	Malcolm Clark	Betchworth		Matchless	500	G50
8	Roger Munsey	Newbold Coleorton		Norton	500	Domiracer
10	Nick Roberts	Kettering	Molnar Precision	Molnar	500	Manx
11	Tony Raynor	Leicester	Arlington Haulage	Norton	500	
12	Ian Bain	Widnes		Norton	500	
17	Stuart Tonge	Sandy		Norton	500	Manx
19	Ian Griffiths	Crowthorne		Matchless	500	G50
21	Andy Reynolds	Berkhamsted	Don Williamson	Norton	499	Manx
22	Dennis Bunning	Stafford		Matchless	500	
25	Mark Sharrock	Wigan	GB Access Ltd	Norton	500	
26	Dave Beckett	Dorking		Norton	500	Manx
27	Derek Bunning	Crewkerne		Matchless	500	
30	Stan Woods	Helsby		Norton	499	Manx
31	Richard Thirkell	Groombridge		Norton	499	Manx
32	Anthony Myers	Hull		Matchless	496	G50
40	Mark Parrett	Midhurst		Matchless	499	G50
46	Glen English	Hayle	Fred Walmsley	Matchless	500	G50
48	Lee Moore	Poulton Le Fylde		Norton	99	Manx
49	Mike Farrall	Ashton		Rudge	500	Ulster
51	Karl Heinz Kalbfell	Sandhurst		Matchless	500	G50
53	Tony Jiminez	Kingston		Norton	500	
56	Des Wootton	Lower Boddington		Norton	499	Manx
57	Jack Scrivener	Newmarket		Norton	499	Manx
60	Paul Matravers	Taunton		Norton	500	
61	Tim White	Brackley		Norton	500	Manx
67	Gordon Russell	Hingham		Norton	499	
68	Michael Russell	Newbold On Stour	Richard Adams Photography	Norton	500	Manx
76	John Leigh Pemberton	Sittingbourne		Matchless	496	G50
77	Cliff Ransley	Diss		Norton	500	Manx
78	Christopher Watts	Richmond		Norton	500	Manx
85	Chris Swallow	Huddersfield		Norton	499	Manx
100	Peter Lockwood	Marple		Matchless	500	G50
101	David Matravers	Taunton		Matchless	500	

Notes



Bonhams <sup>1793</sup>

**Results 1st**

**2nd**

**3rd**



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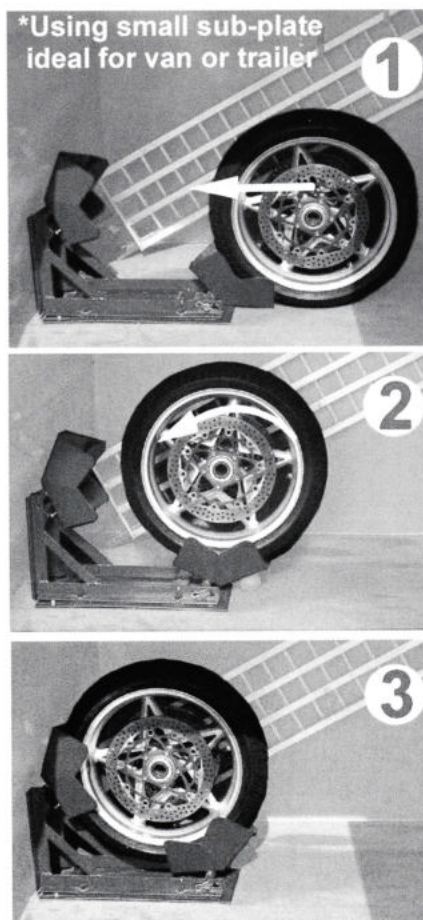
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City of London Police  
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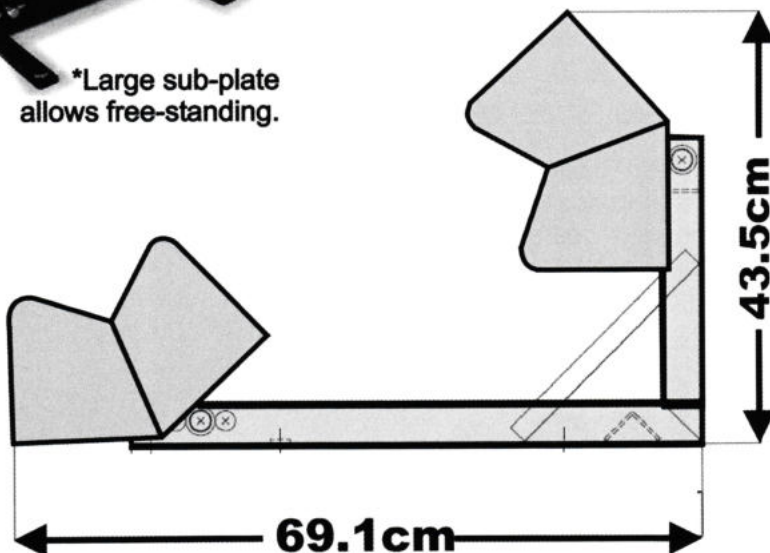
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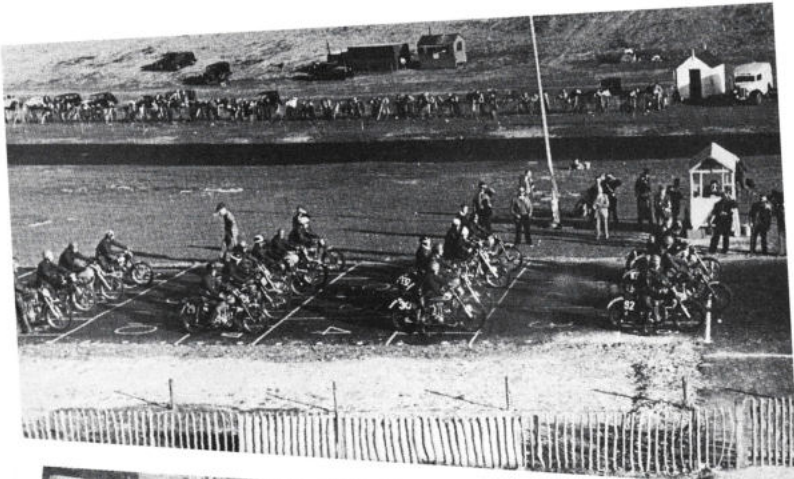






Before Brands Hatch became a road race circuit in 1950 motorcyclists were using the venue as a scramble track, and crowds of 30,000 would come to see grasstrack racing on the three-quarter-mile circuit, laid out in the area known as the Little Valley. The venue remained in operation throughout the 1930s but suffered from World War Two bombing raids when it was used as a military vehicle park. After WW2 a new organisation was needed to make the repairs that were required. That came with the formation of Brands Hatch Stadium Ltd in 1947 and later that year the new organisation convinced the BBC to film motorcycle races and transmit them on the television network.

Although it wasn't Bemsee who organised the very first road race, confined to southeast competitors, at the Kentish circuit in 1950 many of the riders racing in that famous 29-race programme were Bemsee members, or who became BMCRC riders during the fifties. After organising meetings at Oulton Park, Mallory Park and Crystal Palace, Bemsee added Brands Hatch to its portfolio of circuits before the end of the fifties.



In 1953 the Universal Motor Racing Club was established at Brands Hatch and a racing school was set up at the circuit. The following year the track was lengthened to 1.24 miles by the addition of the hairpin at Druids Bend. At the same time it was widened and the racing changed direction; the track having previously been anti-clockwise. A grandstand acquired from Northolt trotting track was added in 1955. In August, 1960, Kent County Council agreed to a new 2.65-mile extension through the woods, on which Mike Hailwood won the very first race.

Between 1964 and 1986 the Brands facility was unrivalled in the UK and had hosted a dozen F1 car races and gave Nigel Mansel his first F1 victory. For the British Motorcycle Racing Club though the period between 1966 and 1976 was an illustrious one, with the club organising the famous International Hutchinson 100 races in the reverse direction on both the full GP circuit and the shorter Club circuit.

After that final 1976 Hutch there were more circuit alterations when the long circuit was reduced to 2.6136 miles and the short circuit to 1.2036 miles. 1988 saw further changes to the circuit with a chicane added at Dingle Dell Corner, while Westfield Bend and Graham Hill Bend were tightened.

A new pits and corporate entertainment facility were added in the late nineties.

Following an association spanning 50 years the British Motorcycle Racing Club's relations with Brands Hatch owners Motor Sport Vision, MSV, is as strong as ever. Since the turn of the century Bemsee have arranged up to four meetings each season at Brands Hatch, and as the circuit has done for the past 58 years, continues to attract vast numbers to this the most popular and famous motorcycle racing venue in the world.

Terry Howe  
2009

A PUSH START AT BRANDS HATCH, 1960



Bemsee were without a base when the club was reformed in 1947. But there were countless airfields no longer required by the military and offered clubs plenty of scope to convert them into motorcycle racing circuits, and this is the route Bemsee travelled.

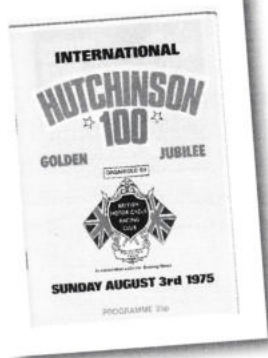
They settled for an airfield called Haddenham, near Dunholme in Lincolnshire, and organised eight meetings there over two years. It wasn't an immediate success but it at least gave the club a base from which to build on, and from 1949 until 1966 Bemsee became the main organisers of motor cycle racing at Silverstone. During this time the club organised meetings at Mallory Park, Oulton Park, Crystal Palace, Shelsey Walsh hill climb, and Brighton speed trials and later in this period Brands Hatch. Now with the offices located at Paradise Road, Richmond, the club found no trouble obtaining top class venues and spent the time from 1967 to 1989 running meetings almost exclusively on Motor Circuit Developments (MCD), circuits including Snetterton, Mallory Park, Cadwell Park, Oulton Park and Brands Hatch. During this time the club offices were moved to Dartnell Road in Croydon, which was ideally situated for running meetings at Brands Hatch; in fact from 1977 to 1989 Bemsee ran meetings exclusively at Brands Hatch and Snetterton.



In 1990 the club moved its offices to Brands Hatch itself and continued to race at Brands, Snetterton and Pembrey. Bemsee further expanded and took on a meeting at Lydden Hill in 1991, which turned out to be a turning point for the club. Upheaval followed in 1992 when the club left Brands Hatch and moved its offices to Maidstone. It was a worrying time now and meetings at Lydden, Pembrey and Three Sisters was the basis of the club's calendar, which left a dwindling membership bewildered. At this time the club signed a lease for the Lydden Hill Circuit which was their home until 2006. From 1996 meetings were organised at most of the country's circuits accommodating riders from all corners who were swelling the club's membership. At the time of introducing the Motorcycle Racing Organisation, MRO, to the club's portfolio the membership had moved on to almost 3000 and the good times were back for Bemsee.

Thirty-four years ago on Sunday, 3rd August, 1975, the British Motorcycle Racing Club, in association with the Evening News, organised the Hutchinson 100 Golden Jubilee meeting over the Brands Hatch full Grand Prix circuit.

Nineteen-seventy-five was a momentous year in the illustrious history of the BMCRC for it was the 50th Anniversary of the presentation of the world famous Mellano Trophy to the BMCRC by Mr AV Mellano of the Hutchinson Tyre Company in 1925. Ask any follower of bike sport during the period to name the most well known and important motorcycle race to be held in England, they would certainly reply, the 'Hutch', an abbreviation of a very famous Bemsee event.



The Hutchinson 100 takes its name from the club's oldest challenge trophy and, war years excepted, had been an annual event from 1925 to 1976. Due to the fullness of the International calendar in 1977 the Hutchinson 100 was cancelled. Initially the Hutch was a hundred-mile track event run at Brooklands on a handicap basis and open to all who cared to enter. Highlights through the period up to World War II were numerous.

BARRY SHEENE



Well, 54 years on since Frank Longman received the giant Mellano Trophy after winning the first race on a 986 Harley-Davidson, riders of world renown converged onto Brands Hatch for this special Golden Jubilee event. One of the unique features of the meetings held at Brands was, for the years prior to the Golden Jubilee meeting, the racing was run in the reverse direction over the Club circuit, which today we know as the Indy circuit. But for the Golden Jubilee meeting the BMCRC reverted to racing the event in the reverse direction of the then full 2.65-mile Grand Prix circuit. The Mellano Trophy would be presented to the rider whose average race speed exceeded the existing class lap record by the greatest margin.



In 1975 the meeting billed as the 'back to front' event, had just about everybody as favourite for the title. But there would only be one winner of the Mellano Trophy. A good supporting programme included a championship race for 250s; this was dealt with by Tony Rutter on his 250 Yamaha. A fastest lap time of 1:45.2; 90.48 mph was recorded by Venezuelan Jose Cecotto.

The Senior 500cc Championship race, for the Evening News Trophy, brought together some of the top British and European riders. Three factory works riders of the period made it to the podium. Barry Sheene, Suzuki, first, Phil Read, MV, second and Barry Ditchburn, Kawasaki, third. A fastest lap time of 1:38.2; 97.15 mph was set by Barry Sheene.



BARRY DITCHBURN

The MCN Superbike Championship was a big crowd pleaser and all the country's top 750 pilots attended. Local ace Barry Ditchburn had already put the Boyer Team Kawasaki at the head of the race stakes; therefore it was no surprise to see the Northfleet rider on the podium. Sheene had just dealt a blow to Ago by taking the Dutch TT, so a win for the charismatic Sheene at Brands was never in doubt. Sheene's GB Suzuki team-mate Stan Woods came second in the previous year's race but the still injured Eltom rider struggled this time. Mick Grant grabbed third for the Kawasaki team.

The Hutch 100 Kilometre Solo Championship race brought about a maximum grid plus eight reserves. As well as a fantastic British line-up, riders from around the world came for a crack at the Hutch. Philippe Coulon, Switzerland, Alan North, South Africa, Frenchman

Jean-Francois Balde, Wil Hartog, Holland, Les Kenny, Australia, Gerhard Vogt, Germany, and South African GP ace Korkie Ballington, to name but a few.

But guess what. Yes, it was the irrepressible Barry Sheene who did the business on his 750 Suzuki GB entry. This was the then Wisbech based rider's second Hutch and the double World Champion went on to grab his hattrick of wins the following season, this time on board his World Championship winning 500 Suzuki.

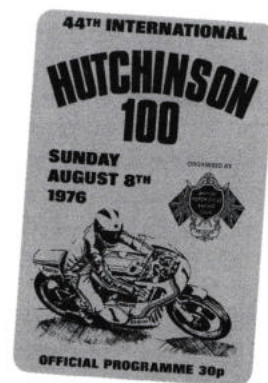
# 1976 The End For The 'Hutch'

Unbelievable

At such a brilliant occasion in 1976 no one could possibly foresee that this was to be the last running of the 'Hutch', the most famous of the UK's short circuit Internationals.

Thirty-three years ago on 8th August 1976 Bemsee staged the 44th International Hutchinson 100 on the reverse direction of the full 2.6136-mile GP circuit. But what made this 'Hutch' even more special than the previous year's Golden Jubilee meeting was the appearance of Barry Sheene just one week after clinching the World 500cc Championship in Sweden.

In Sir Ben Ball's welcome to the meeting he referred to the World Champ as 'our ebullient and so likeable Barry Sheene', who in turn recorded that the Hutch was his favourite meeting and would be determined to retain the giant Mellano Trophy, which he did.



For 1976 it was a 100 km race in the reverse direction of the full GP circuit, and would net the winner £300 and the Mellano Trophy, which is now a priceless possession of the British Motorcycle Racing Club. For it to be a truly exceptional entry seemed to be taken for granted in this period. In what other sport could you expect riders from 14 different countries, of which eight French and one German rider were reserves, and come to Britain for a one-day event. Unbelievable!

Six rows, seven riders per row was the grid for the '76 Hutch. For example, row five read like this, Marco Lucchinelli, Italy; Jean-Francois Balde, France; Erik Andersson, Denmark; Stuart Avant, New Zealand; Vic Sousson, Australia; Patrick Fernandez, France and Steve Parrish, England.



In his retention of the Mellano Trophy Barry Sheene would overcome the challenge from Kawasaki duo Mick Grant and Barry Ditchburn, the then seven times World Champion Phil Read, Belgian GP hero that year John Williams, TT winner Chas Mortimer, Japanese TT star Takazumi Katayama, Finnish GP ace Teuvo Lansivuori plus French rider Patrick Pons.

Despite this mega entry of GP and TT legends a massive patriotic crowd were there primarily to cheer on one of this country's most charming, loveable and sadly missed motorcycle racers, Barry Sheene. Not only did he defend his Hutch title, he came to Brands and defended his lead in the MCN Superbike series and the Shell Sport 500 Championship as well.

It was also a triumph for the BMCRC. Not only did the officials of the day administer what must have been the ultimate International entry for Sunday's races, they also ran a 14-race Clubman meeting on Saturday. Unbelievable!

The British Motorcycle Racing Club's Hutchinson 100 meetings were staged at Brands Hatch from 1966 until 1976 and attracted riders from around the world not seen at other UK Internationals. This meeting however, faced huge losses and the club dropped it after the 1976 meeting and replaced it with the two-day Sir Ben Ball Clubman races, still on the reverse direction of the GP circuit.

Throughout its illustrious existence the British Motorcycle Racing Club has provided the racer, the fan and all associated with the sport, some of the finest and most memorable events to be staged anywhere in the country. Whether it was 30 years ago or beyond or if it's this weekend, the aim of the club is to provide the best facilities possible for all concerned. Yes, in the 1976 Hutch, the club, through its voluntary efforts, attracted a global entry to a UK circuit that arguably hasn't been bettered since. But at what cost?

For me 30 years ago it was taken for granted that you would attend a bike race meeting and would expect to see great riders in action. It never crossed my mind how teams and riders got from one side of the world to the other for a one-day bike meeting. Until I joined Bemsee I was still blind to the financial implications involved in running a race meeting.

In many respects it's no different now to how it was 30 years ago, except the out-going expenses are distributed differently. Competitors nowadays might arrive from either side of the Thames but their endeavour, skill and courage is still the same. But at the end of the day we all do today as we did 30 years ago, owe so much to the voluntary time given so enthusiastically by the hard working officials here at Bemsee. Without them there would have been no Hutchinson 100; or BMCRC Championship either.



It was the Brands Racing Committee comprising of the Greenwich, Gravesend and Rochester MC who generally organised the King of Brands meetings. But with the BMCRC and the Southern 67 club organising meetings at Brands, there was always a large pool of resources for all the clubs to call on in the era of International Motorcycle racing at Brands Hatch, the like we shall never see again. Nowadays, the CRMC, the Classic Racing Motorcycle Club who are this weekend's guest club, organise the Classic King of Brands race when they run their meetings at Brands Hatch. During these races Derek Minter or the 1967 winner Ron Chandler are on hand to present the trophies.

DEREK MINTER



Brands Hatch's all time legend Derek Minter could have easily outshone all of the GP heroes of the period, but his love of the domestic scene and his affection

for his beloved Manx Norton prevented him from venturing little further than the British Isles. However, he did show his international metal by winning the 1962 250cc TT on a privately owned Honda, and beating all the works' teams in the bargain. But he refused to be a globetrotter and if he could have raced only at his beloved Brands Hatch he would have settled for just that. Derek even turned down the chance to race one of Geoff Duke's Gilera 4's in the 500cc World championships of 1963 and instead concentrated on domestic racing and for all we know may have ended up better off financially for it.



(11) DEREK MINSTER, 499 HALLET'S NORTON  
 (7) PADDY DRIVER, 496 KIRBY MATCHLESS  
 (9) BILL IVY, 496 KIRBY MATCHLESS  
 (2) JOHN COOPER, 499 NORTON

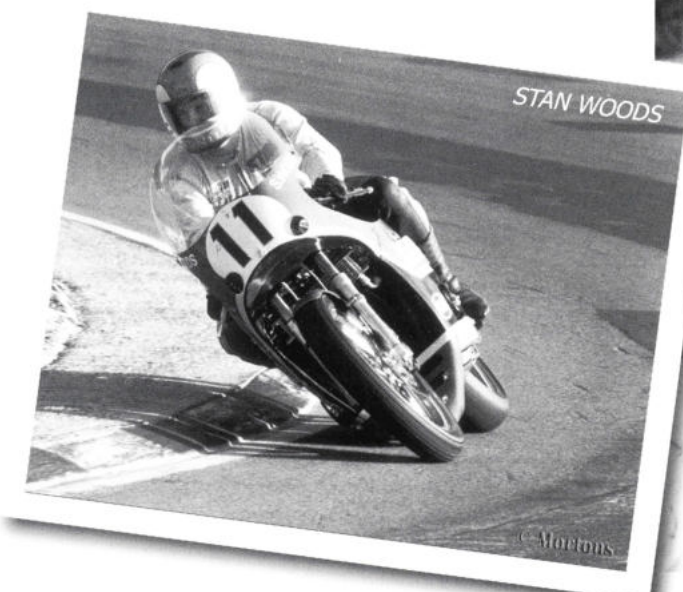
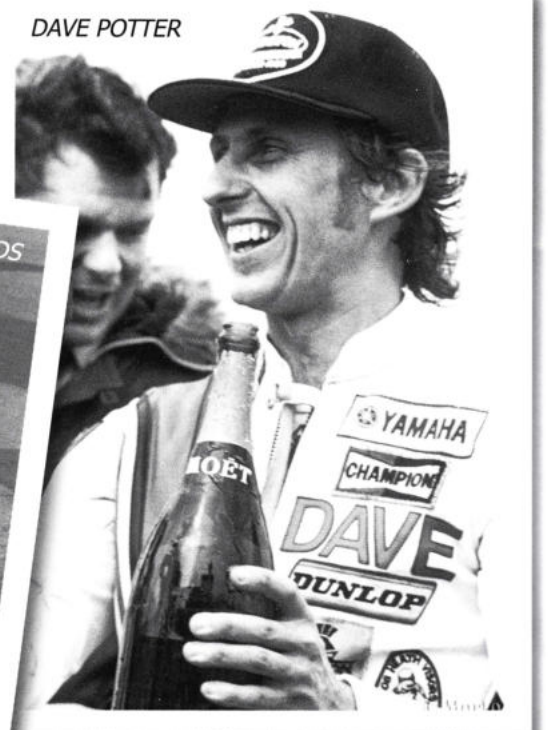
Dubbed 'simply the greatest' Minter lived up to his name when he won the very first King of Brands title in 1965, and the £500 Grovewood Securities paid out for that inaugural victory. However, 500 quid, 44 years ago was not to be sneered at and this was a typical effort from Derek who valued victory at Brands above all others.

From 1965 until 1983, the last year the series ran as the King of Brands, epic battles occurred and the acclaimed names to have been inscribed on this silver trophy reveal a majestic hall of fame. Needless to say double 500 World Champion Barry Sheene won the coveted prize no fewer than three times. Another Brands Hatch hero, Barry Ditchburn, became the second member of the 'double winners club' when he grabbed back-to-back victories in 1974-'75. Dave Potter and Stan Woods were the only two others to win the famous title twice.

### King of Brands winners 1965 to 1983

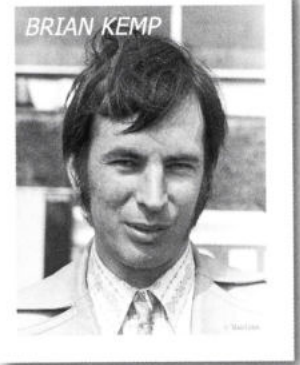
- 1965 Derek Minter
- 1966 Bill Ivy
- 1967 Ron Chandler
- 1968 Dave Croxford
- 1969 Pete Williams
- 1970 Pat Mahoney
- 1971 Brian Kemp
- 1972 Barry Sheene
- 1973 Barry Sheene
- 1974 Barry Ditchburn
- 1975 Barry Ditchburn
- 1976 Dave Potter
- 1977 Barry Sheene
- 1978 Clive Padgett
- 1979 Stan Woods
- 1980 Stan Woods
- 1981 Dave Potter
- 1982 not run
- 1983 Tony Harris

DAVE POTTER



Mention Brands Hatch and King of Brands in the same breath and usually it's Derek Minter who comes to mind. Although Derek was the first winner of the title many other riders idolised the Kent venue, including the 1971 King of Brands winner Brian Kemp, who now lives in Australia. So for this commemorative issue, courtesy of Brian, I am conveying to you his recollections of that memorable event 38 years ago.

"In 1971, I achieved the great honour of being crowned 'King of Brands Hatch', he told me. Brian continued. 'This was the title I had wanted since my first ever ride at Brands, which was in 1963 on Good Friday, on my DBD34 Gold Star BSA. The last thing I remember on that day was passing someone on a G50 up the inside at Druids. The next part of the story was told to me by a marshal in the clubhouse at the end of the most wonderful day for me in 1971.



Apparently the G50 I had passed must have been in third place, and no doubt ended up in the same position, because I had tried to ride around the outside of two riders fighting for the lead at Westfield. Now, who but a loony would try to go around the outside of one, let alone two, bikes at Westfield? I picked up the bike and went straight on into trees.

The marshal carefully extracted me from the branch on which I was hanging whilst his mate retrieved my twisted motorcycle. I awoke two days later looking into the eyes of the most beautiful nurse in Queen Mary's hospital in Sidcup. Now, since that very day I had the dream of being the King of Brands.

The first time I won a race was at Brands on Good Friday, 1965, in a split Event 9 on a 350 Petty Norton. This was also the first time I actually met and spoke with one of my heroes, Derek Minter. I had purchased the 350 from Ray Petty at the end of the previous season and when we were chatting one night in his workshop I mentioned Derek and Ray promised to introduce me to him. If you have ever had the honour of meeting Derek you will know that he is not always the most polite person. After my race win I was introduced to Derek, who I had seen during the race standing at the top of Paddock Bend with Ray.

The race was run in the wet and I won it by the length of the main straight. Derek and Ray were signalling for me to slow down from about the second lap on, but for the next eight laps until the chequered flag I just kept going. After the race I was introduced to Derek and the first thing he said to me was 'you crazy young bugger, why didn't you slow

down'. He promptly shook my hand and walked away. Ray said it was alright and that Derek thought I was going to go places and that what he had said was his way of saying 'well done!'

He was right, from then on I did do quite a bit of winning, yes, and occasionally falling off!

Now, back to the plot. Not only did I start racing on a Goldie, so did Derek Minter. Now, in 1970 my good mate Pat Mahoney was crowned with me as runner-up. I had retired from racing when Pat had his awful accident at Paddock, when unfortunately he fell off and Phil Read could not avoid him and ran over him. In 1971, not only did I win the title I had set my heart on but the number I was given for that day was '11'. THE number, Minter's number, and he was there on the day and this time he shook my hand and said 'Well done!'

I was still on my cloud when the marshal from Westfield introduced himself to me in the bar.

This was in the days when no one (well except Minter #11) had a regular number allocated. We were forever changing numbers from one circuit to another. Easter weekend was the worst, we started at Brands on Friday, then Croft, then Snetterton, then Oulton Park and finally on the Tuesday Mallory; all with different numbers. With riders like myself with a 250, 350, 500, Superbike and a Production bike to most meetings, the mechanics were great at tearing off and sticking on numbers.

The most enjoyable years of my life were 1962-1972. As you now understand, it means a lot to me and all the others who have achieved that pinnacle, to be crowned King, even if there was only really one and his number was always 11."

Terry Howe  
2009

Photos kindly supplied by MORTONS ARCHIVE



Over the last few years through the pages of the Bemsee race day programmes I have highlighted numerous historical facts about the British Motorcycle Racing Club. Due to a fire which destroyed much of the club's archive some of the data I have gleaned in recent times may have been clouded. One of the details I can now correct surrounds the famous Champion of Brands series.

It was generally thought that the Champion of Brands had been contested since 1965. Some newspaper cuttings have come to light which suggests that until 1983 the event was called the King of Brands, and Damon Hill won the very first Champion of Brands in 1984.

This all came about after Tony Harris clinched the 1983 King of Brands title, which he was stripped of by the circuit owners after the race. Promoters of the 'King of Brands' race, MCD, Motor Circuit Developments, apparently deposed the winner of his title because he wasn't a 'big name racer'. A triumphant Tony 'Golly' Harris was told, and I quote, 'you can have the money and the laurel but not the crown'.

It was because many of the UK's top names were en route to the TT that the promoters took this decision and said, and I quote, 'to give the crown in these circumstances would to have devalued the title. The King of Brands is a title that used to mean something it was a prestigious event. You only have to look at the past winners'. But this was a farce.



MIKE GOODFELLOW, WINNER 2008

magnificent AMC Challenge Trophy originally presented to the club by Associated Motorcycles Ltd for the rider winning the 500cc Championship.

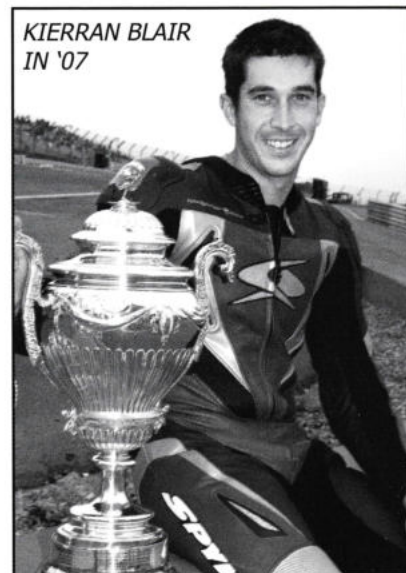
From 1990 to 1993 James Bunton grabbed a hattrick of titles, before the series was put on hold until 1998. Nowadays, the Champion of Brands is run over one day but has been contested over a season in the past. Usually the race is contested by riders from the MRO Powerbike, Supersport and Stocksport classes. Last September Michael Goodfellow became the 2008 champ on board his Yamaha R1.



THE AMC - CHAMPION OF BRANDS TROPHY

Champion of Brands winners from 1984			
1984	Damon Hill	1991	James Bunton
1985	Gary Weston	1992	James Bunton
1986	Peter Dalby	1993-1997	not run
1987	Dave Heal	1998	Richard Norris
1988	Tim Bourne	1999	Chris Bishop
1989	Nigel Froud	2000	Jamie Hitter
1990	James Bunton	2001	Adam Redding
		2002	Sam Corke
		2003	Richard Norris
		2004	Michael Goodfellow
		2005	Zak Barry
		2006	Neil Faulkner
		2007	Kierran Blair
		2008	Michael Goodfellow

Terry Howe  
2009



KIERRAN BLAIR  
IN '07



# The BMCRC Mellano (Hutchinson) Trophy

**The most prized trophy in British Racing**

Since the first time the Mellano Trophy was presented in 1925 an unbelievable directory of marques and a fabulous record of riders are presented. Since 1993 the priceless trophy has been awarded to the overall Bemsee champion, and any rider from any class would have to prevail in the toughest championship staged anywhere in the world.

Prior to 1967 this cup was presented to the rider whose average race speed exceeded the existing class lap record by the greatest margin during the famous Brands Hatch Hutchinson 100 meeting. If no competitor exceeded the class lap record the rider whose average speed was nearest to the class lap record won the prize.

Initially the 'Hutch' was a 100-mile track event run at Brooklands on a handicap basis and open to all who cared to enter, but reports suggested the weather played a major role in the early years. Although the years between 1925 and 1931 produced decent racing conditions, the 1932 event at Brooklands took place in the worst possible conditions; only seven of the 29 starters finished. Following this rain-wrecked 'Hutch' the 1933 race was won for the first time at 100mph. More remarkable was that the winner, Les Archer, accomplished this on a 348cc KTT Velocette and was the first time on which a 350 had covered 100 miles in one hour on a British track.

After the Second World War the Hutchinson 100 meeting carried on at Dunholme, in Lincolnshire, in 1947 and took place at Silverstone in 1949. In 1950 and '51 it was won by Cyril Smith and Eric Oliver respectively, both riding

596cc Watsonian Nortons. In 1953 Cecil Sandford clinched the trophy riding a 125cc MV and he repeated this feat on board a 124cc Mondial in 1956 and '57. Bob McIntyre successfully preceded Mike Hailwood's back-to-back wins on board Ducatis in 1959 and '60. Jim Redman also took back-to-back wins on factory 250 Hondas in 1962 and '63, then to emphasise the fact that any machine could have transported a rider to victory Japanese rider T. Fuji powered a 49cc Suzuki to victory in the last 'Hutch' to be staged at Silverstone.

For the next 11 years the Hutchinson 100 took place at Brands Hatch. Here over a single race day that saw riders contesting ten classes, categories including 125cc, 250cc, 350cc, 500cc, 251cc - 750cc, 1000cc, Production Sports, 1000cc Scratch, 750cc Three-wheelers, 1300cc Three-wheelers, and of course the Hutchinson 100 itself.

The Mellano Trophy, valued at 250 guineas when it was presented to the British Motorcycle Racing club in 1925 by Mr AV Mellano of the Hutchinson Tyre Company, is to this day Bemsee's most treasured award. The BMCRC ran their Hutchinson 100 meetings at Brands Hatch from 1966 until it was dropped by the club from the International calendar in 1977, and replaced it with the two-day Sir Ben Ball Clubman races, still on the reverse direction of the Brands Hatch GP circuit. During the 11 years the Mellano Trophy was presented at Brands Hatch it was twice won by German sidecar crews in 1969 and '70. Prior to this it was Kiwi Hugh Anderson, John Hartle and Phil Read. Then from 1971 Pete Williams twice, Dave Potter once and Barry Sheene completed a hatrnick of wins in 1976, bringing the curtain down on a remarkable episode at Bands Hatch.



**Hutchinson 100 winners for the Mellano Trophy from 1966-76**

1966 Hugh Anderson	New Zealand	125 Suzuki	1972 Dave Potter	Great Britain	810 Kuhn Norton
1967 John Hartle	Great Britain	650 Triumph	1973 Barry Sheen	Great Britain	750 Suzuki
1968 Phil Read	Great Britain	250 Yamaha	1974 Peter Williams	Great Britain	750 Norton
1969 George Auerbacher	West Germany	500 BMW Sidecar	1975 Barry Sheen	Great Britain	750 Suzuki
1970 Klaus Enders	West Germany	500 BMW Sidecar	1976 Barry Sheen	Great Britain	500 Suzuki
1971 Peter Williams	Great Britain	750 Norton			

25 years ago as the British Motorcycle Racing Club was celebrating its three quarter centenary I was deeply immersed in the world of club racing. Hollywood superstar Steve McQueen is alleged to have once said "Racing is life, anything before or after is just waiting" and if one statement summed up my life at the time that would be it.

Racing with Bemsee in the 1980's with the late Bill Rose and Barbara Bailey at the helm wasn't a million miles away from what we have today. Sure the bikes are quicker and the barriers pushed back a little further, but we were just crazy kids working all week to scrape together a few quid to go racing just like the crazy kids of today.

Back then the Bemsee club championship ran over just two circuits, Brands Hatch and Snetterton and the vast majority of the bikes in the paddock were hazy, crackling two-strokes. RD LC's, TZ's, RG's, and Rotax's were all the rage and the racing programme reflected this with the 250 and 350 open and production classes very popular. Anything four-stroke was dismissed as a 'diesel' and limited to the classic or open classes.

The proddie class was where most young upstarts cut their teeth and yours truly was no exception. It was all action, no holds barred, cheap as chips and every bit as appetising. Just grab yourself a second-hand LC, take a quick trip to Stan Stephen's tuning Mecca in Sevenoaks, fit a steering damper, a set of KR124's and for less than £600 you're on the grid and ready to go.

The bikes were low-tech - but high fun. If you had a slipper clutch it probably had the wrong springs in it, a big-bang engine was usually the result of a holed piston, tyre warmers were the first half a lap and if you had a slick tyre it was about time you bought a new one.

Lawrence

Thanks, Lawrence wherever you are, we thought that summed it up very well for us all.

Races were always short but spectacular. My first ever race was stopped within a lap after a multiple pile-up at the infamous fifth gear Russell's chicane at Snetterton and my first 'Marlboro' clubman's race at the same venue saw 13 go down on the first lap alone!

Crashing was considered an occupational hazard. Some likely lad once told me on the grid "if you never fall off, you're not going fast enough" – and like an idiot I believed him! And crashing could be painful too, no body-armour 'back in the day' remember, the only solid thing inside your leathers were your elbows, and leathers were usually wafer thin.

Gravel traps didn't come along until the mid-80's. Before that it was catch-fencing (basically a large wooden stake and a row of steel fence wire) and Armco barrier. If you were lucky you might hit a nice soft straw bale. They called us 'Headbangers' and it makes me shudder now just to think of it. How on earth did we survive to tell the tale?

Living accommodation, if you can call it that, left a lot to be desired. Caravans were nonexistent; in fact most people's idea of luxury was a transit van without a hole in the floor, back doors that closed properly or a knock from the big-end, and if your 'Trannie' didn't have a whine from the back axle there must have been something wrong with it.

One thing that remains the same though is the spirit and camaraderie that runs through the paddock, club racers are a breed apart. The fact that someone you've never met before in your life will lend you a part off his own bike, if not the whole bike itself just to get you out on the grid says it all. It happened back in the day and it's still happening today. I had some of the best moments of my life in this paddock and loved every minute of it!



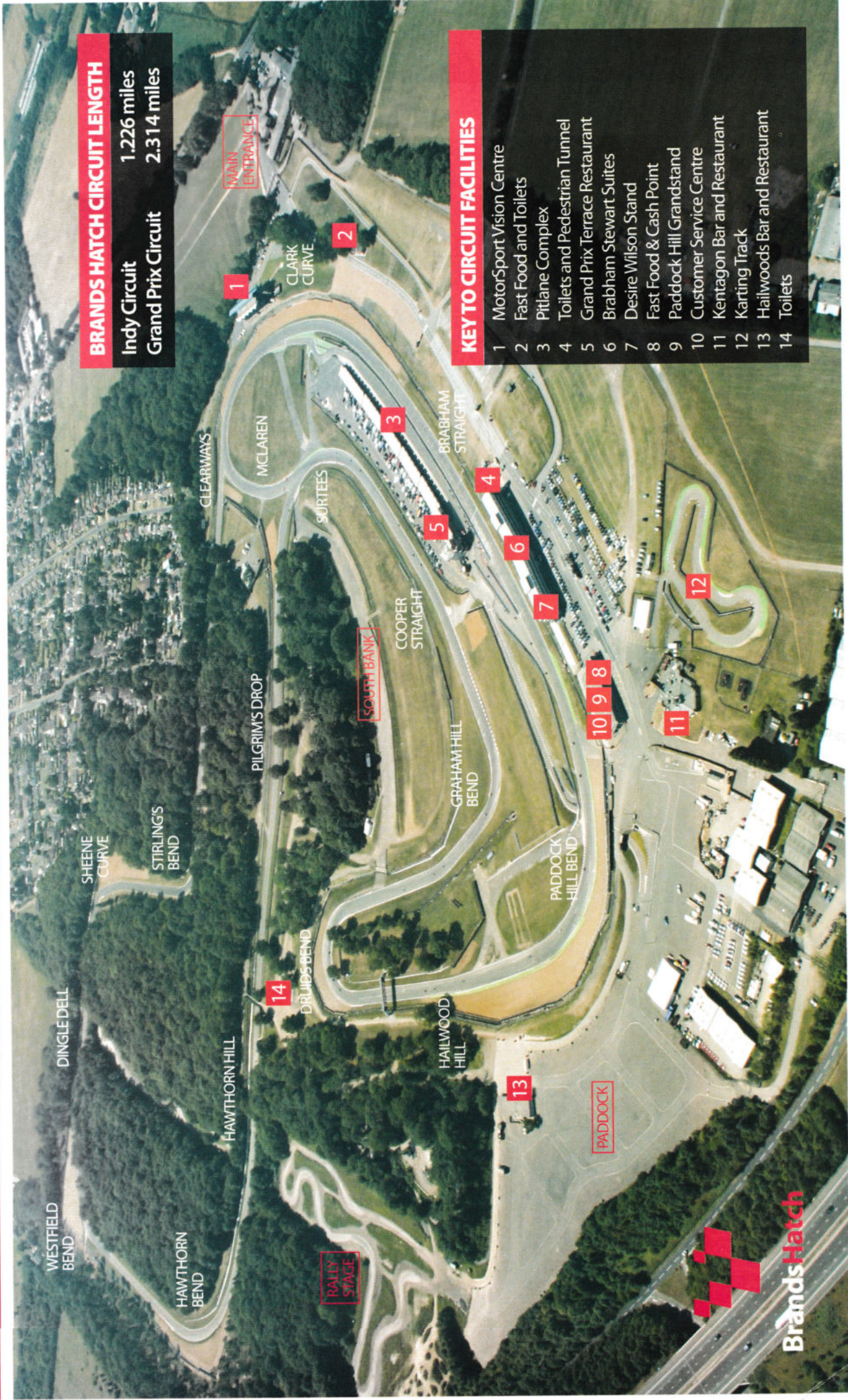
**The BMCRC Board of Directors,  
Chief Executive and Race Secretary  
thank each and every rider for their  
support over the last 100 years.**



# BRANDS HATCH CIRCUIT MAP

## BRANDS HATCH CIRCUIT LENGTH

Indy Circuit 1.226 miles  
 Grand Prix Circuit 2.314 miles



## KEY TO CIRCUIT FACILITIES

- 1 MotorSport Vision Centre
- 2 Fast Food and Toilets
- 3 Pitlane Complex
- 4 Toilets and Pedestrian Tunnel
- 5 Grand Prix Terrace Restaurant
- 6 Brabham Stewart Suites
- 7 Desire Wilson Stand
- 8 Fast Food & Cash Point
- 9 Paddock Hill Grandstand
- 10 Customer Service Centre
- 11 Kentagon Bar and Restaurant
- 12 Karting Track
- 13 Hailwoods Bar and Restaurant
- 14 Toilets



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