

One Meeting

Two Amazing Days!

CASTLE COMBE GRAND NATIONAL

June 21st & 22nd 2014

Organised by
NG Road Racing Club

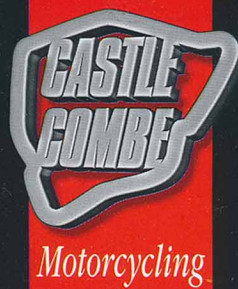


Featuring a display from

John McGuinness on the 297cc Honda Six
(Sunday Only)

Steve Parrish on the 500cc Honda Four

"Supporting the TT Riders Association"



*The Lansdowne
British Historic
Championship*



*King of Castle
Combe Trophy*



*Rounds 6 & 7
Of the NG Road
Racing Club
Championship*



*250cc ACU
National
Championship*



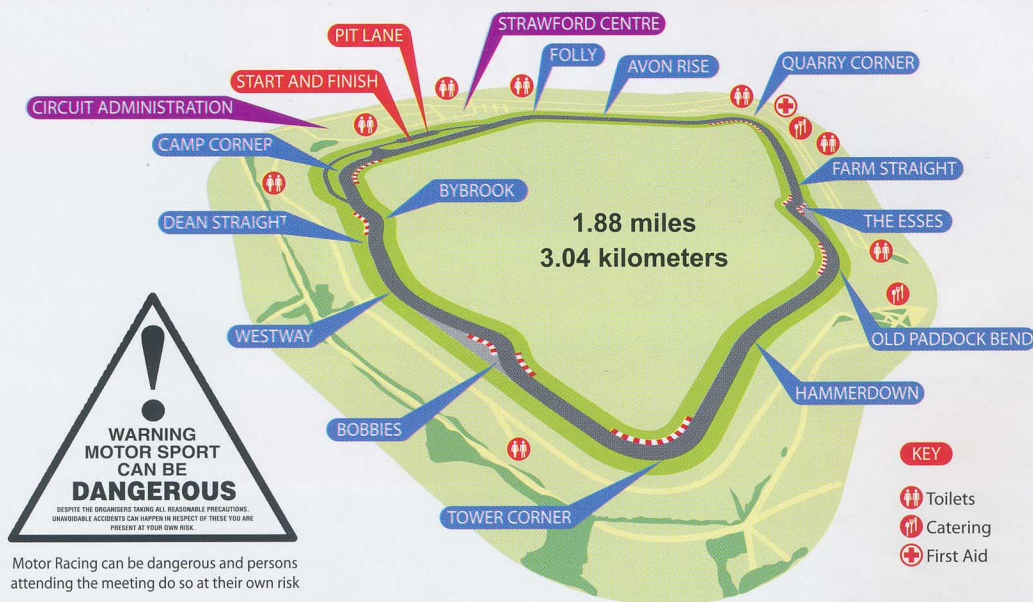
*Event Guide
Includes race
meeting programme
(not sold separately)*



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Castle Combe Circuit Map & Information



Flag Signals



Union Flag or Lights: Start of a race.



Yellow Flag: Danger on this section of the track. When shown motionless riders must prepare to slow down. When shown waved, the danger is imminent and riders must slow down and be prepared to stop. In both cases overtaking is forbidden up until the point where the green flag is shown.



Yellow with black Cross: Denotes start of last lap.



Yellow With Red Stripes: Oil, water or another substance is affecting adhesion on this section of the track.



Green Flag: Course is clear of all hazards. This flag is shown on the first lap of each practice session, on the sighting lap and the warm-up lap. After the last yellow flag, the green flag will be shown motionless at the following flag marshal's post to indicate that the circuit is now clear ahead.



Black Flag: This flag is designed to convey instructions to one rider only and is displayed together with the rider's number. The rider must stop in the at the end of the current lap and cannot restart. This flag is always shown at the start/finish line on special instructions from the Clerk of the Course.



Black Flag with Orange Spot: Shown together with a white number on a black signalling board, on the orders of the Clerk of the Course at the start/finish line, it informs the rider whose motorcycle number is displayed that his motorcycle has mechanical problems likely to endanger himself or others, and he must immediately leave the track.



White Flag: This flag is not applicable to New Era Club Meetings and is never used.



Red Flag: Used under instructions from the Clerk of the Course, warns all drivers to stop immediately.



Chequered Flag: Finish of Race or Practice session.



Red Arrows flypast as a tribute to Simon Andrews

With thanks to Royal Air Force



Saturday Only

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Photos by **Carter Sport, Castle Combe Archive, EDP Photonews, Trackside Images**

WELCOME TO OUR FIRST TWO DAY MOTORCYCLE MEETING SINCE 2008!



Our motorcycle team here have been working closely with the NG Road Racing Club under the direction of Steve Bostock and his enthusiastic colleagues to create what we believe will be a fantastic weekend, featuring some of the best club racing in the country.

With the addition of the 'Star's Parade' on Sunday, we will also witness a small part of motorcycle racing history, when John McGuinness rides the ex-Mike Hailwood Honda Six for the first time. John is

a regular visitor to the circuit, having tested prior to the TT for several years. He will be joined in the demonstration run by racer turned pundit, Steve Parrish, who needs little introduction but makes his Castle Combe 2 wheel circuit debut, having only raced here on 4 wheels! We are also pleased to welcome David Hailwood, son of the legendary Mike, together with 8 times TT winner, Chas Mortimer.



Credit: Trackside Images

We continue to enjoy the enthusiastic backing of Fowlers Motorcycles and Motorcycle Direct Insurance and it's a warm welcome to them as well. We are also pleased to welcome JP Speedfit, Rygor Commercials and Mr Blast to our sponsorship portfolio. JG Speedfit have brought us Joe Burns, who will be making his Castle Combe racing debut on something of a 'busman's holiday', as he contests the support races for the British Superbike Championship. Rygor Commercials are providing the latest Mercedes vans to assist the organisers and Mr Blast have provided bikes for some of the riders in the main parades – have a look at their display in the Paddock.

Then there are the riders in the many races. We offer them our thanks for putting in so much commitment to entertain us and we hope they have a safe and successful weekend's competition.

A similar thank you goes to all the marshals and of course to all our many race fans. We believe we have a special meeting lined up for you and we hope you enjoy it as much as we intend to!

Finally, please support the TT Riders Association, today's official charity. Whilst the TT may have its critics, the event is very special and has never been more popular. The 'TTRA' does great work in not only promoting it, but also helping ex competitors.

Graham Marshall
Managing Director
Castle Combe Circuit



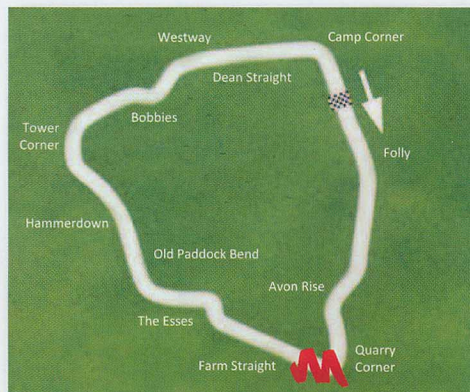
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Castle Combe

Motorcycle Racing history

1950's

- 1950** - July 8. Bristol MC&LCC run first ever meeting. This included one motorcycle race,
- 1951** - July 28. First full motorcycle meeting. HL Williams (499 Norton) sets fastest lap at 79.04 mph in the 500 final; "Pip" Harris (600 Norton) wins sidecar final.
- 1952** - September 6. First National motorcycle Meeting. John Surtees (499 Norton) wins Senior final and sets new lap record (81.98 mph).
- 1957** - April 27 meeting. First appearance of 17 year old Mike Hailwood, 4th in 125 race and 6th in 250 race riding MV Agustas. Hailwood won 29 races at Castle Combe between 1958 and 1962.

1960's

- 1961** - May 27. Mike Hailwood took a 500yard lead on the first lap of the 250 final on his 1960 Honda four, went faster every lap, breaking the lap record by 2.2sec leaving it at 84.05 mph.
- 1964** - April 18. Tom Phillips (Norton) recorded the first lap over 90 mph (90.75 mph), while winning the 500 final.
- 1965** - July 10. Barry Lawton/Dave Degens (650 Triumph Bonneville) win the longest ever race at Castle Combe, the "MotorCycle" 500 miles International Grand Prix d'Endurance.
- 1969** - July 19. A young Barry Sheene (Bultaco 125) scores the first of four race wins at Castle Combe, 1969-71.

1970's

- 1970** - July 18. Bryan Kemp (Norton Commando) wins 500 race by a fraction of a second from Percy Tait (Triumph); both set a new lap record 92.77 mph.
- 1971** - April 24. Tony Rutter (Yamaha) wins 350 final by two lengths from Barry Sheene (Yamaha); both shared a new outright lap record (93.56 mph). Sheene (Suzuki) also wins 125 race and sets new class record (84.06 mph).

1980's

- 1981** - October 17. North Gloucestershire Motor Cycle Club run first motorcycle race meeting since 1971.
- 1989** - April 15.. World Formula One champion Carl Fogarty (750 Honda) wins 1300 Star race and sets new lap record of 102.22mph, the first 100mph motorcycle lap.

1990's

- 1990** - April 28. Formula One won by Steve Spray from Trevor Nation, both on JPS 588cc rotary engined Nortons; Spray set new lap record at 104.81mph.
- 1992** - June 20. John Reynolds (Kawasaki 750) sets new lap record at 107.18mph.
- 1999** - The circuit is revised to include two new chicanes, the Esses before Old Paddock, and Bobbies before Westway. The length is now 1.85 miles. John Burgess (750 Yamaha) sets new lap record for revised circuit at 94.57mph.

2000's

- 2004** - September 25/26. A new "bus stop" style chicane, Bybrook, constructed on the approach to Camp corner for the Superbike Grand National meeting.. Sean Emmett (ETI Ducati F02) wins the Superbike Grand National
- 2005** James Buckingham (Suzuki) sets current lap record (95.24 mph).
- 2006** - June 10/11. Eurocup motorcycle meeting includes the first ever World Championship event at Castle Combe, the Superside FIM Sidecar. Tim & Tristran Reeves (Eastern Airways Suzuki 1000) win both races.
- 2008** - August 16/17. Tommy Bridewell (Suzuki 1000) wins Superbike Grand National.
- 2011** - Circuit celebrates 60 years of motorcycle racing with guest appearance of World Superbike superstar Karl Fogarty
- 2012** - NG Road Racing Club return, organising their first Castle Combe meeting for many years
- 2013** - Bath rider James Cox takes the King of Castle Combe Trophy

Castle Combe

Joe Burns Profile

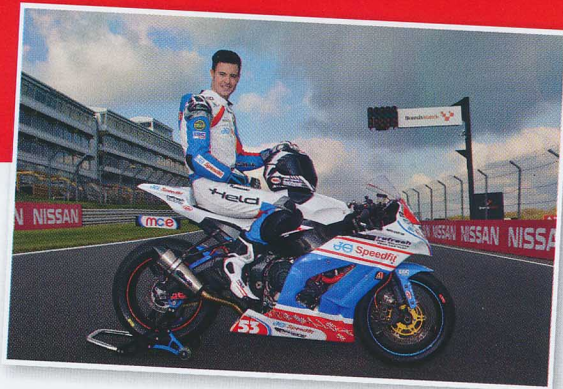
Joe was born in 1992 into a family steeped in motorcycle racing, his father Mick raced at British and World level, riding 350cc and 500cc machines and also at the Isle of Man TT, and his brother Chris raced in Moto GP. Therefore it was no real surprise that from the age of 7 when he received his first motorcycle, a Yamaha PW80, all he wanted to do was race.

Following 3 consecutive Championship successes, 2 in the Formula 125cc class and 1 in the Grand Prix 125cc class of the North East Motorcycle Racing Championship the decision was made to step up to 600cc machines, but at just 14 years of age he was too young to compete on these machines. Consequently 2007 was a year out of racing, but the time was not wasted Joe and his family team went testing to develop Joe's riding style and a bike.

In 2008 Joe entered the British 600 Superstock Championship, with a best result of 4th, then in 2009 once again on the 600 machine he returned to his winning ways with a best result in the season of 1st in the British Championship.

It was a natural progression that in 2010 Joe would step up again, this time to a 1000cc Superstock machine, and the results began to steadily improve, in 2012 he sat out for most of the season having undergone surgery to improve the muscle operation in his forearms.

Late in 2012 a deal was done for Joe to race with



sponsorship from JG Speedfit, Joe was now stepping up into the league of having a manager and a major blue chip sponsor, this meant that not only was he responsible for much of the work on the bike and racing the machine, but he now had sponsor commitments. So the new challenge opened up for him of talking to VIP guests, sometimes up to 100 at any one time.

On the bike front he set out in 2013 to show the world his real class on a Kawasaki ZX10R 1000 cc bike, he enjoyed a strong season consistently running with the leading pack in a very strong series that featured many excellent riders.

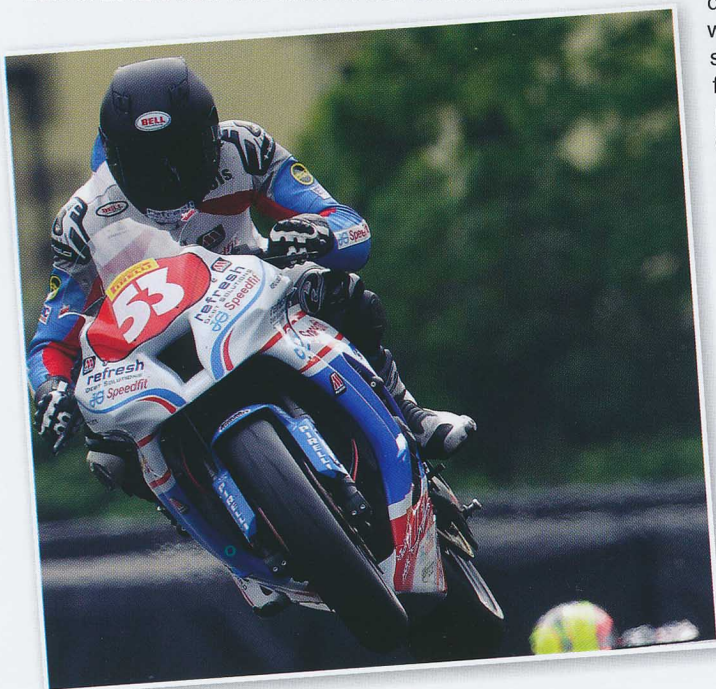
The season result of 9th in the Pirelli National Superstock 1000 Championship does not reflect the true performance through the year, in fact without some technical problems he would have finished in 4th place.

JG Speedfit renewed their sponsorship of Joe for 2014, and once again he is competing in the Pirelli National Superstock 1000 Championship, during the 2013/14 Winter the race bike was completely stripped and rebuilt and several pre-season tests were run, the first two rounds of the championship have proved tough, but with further test and development Joe is confident that he will bounce back to the top during the rest of the season.

Outside of racing Joe runs an engine building and tuning business, he has a deep interest in all things mechanical and is working on his knowledge and abilities with Computer Aided Design.

Naturally he is a sportsman and endures a rigorous fitness regime with his personal trainer at a gym in his home town of Newcastle.

Joe Burns is a young man destined to go far in the world of motorcycle racing, and we hope that today he will have an opportunity to demonstrate his abilities to his fans and the Castle Coombe spectators alike.



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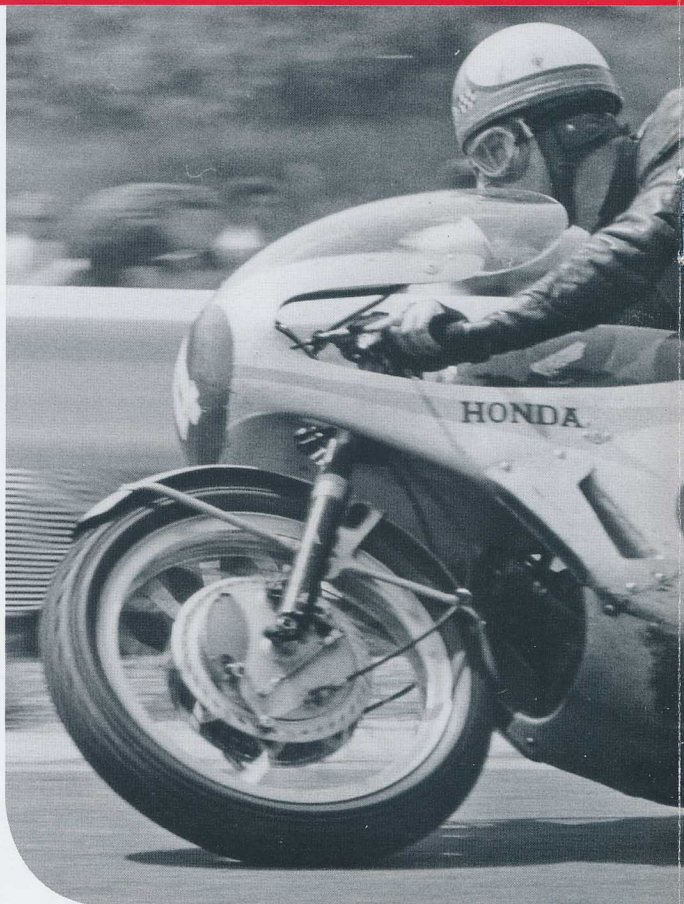
EST. 1961 
AS BRITISH AS THE DAY IT WAS BORN

Castle Combe

The Stars of the Show... By Larry Carter

John McGuinness riding the Honda Six

When it comes to the Isle of Man TT Races, John McGuinness needs little introduction. The Lancashire lad racked up his 21st TT victory earlier this month with a win in the TT Zero race, despite an injured wrist which hampered the rest of his campaign. But it's not just the TT where John excels as he has won British Championships, taken victory at Daytona as well as the North West 200 and Ulster GP. He has scored 250cc and 500cc GP points as well as a season in World Supersport, stood on the podium of a BSB race and won at places as diverse as Scarborough, Darley Moor and the Macau Grand Prix. And he'll be back at the TT to try to add to his tally again next year.



Steve Parrish riding Ron Mullens 500cc Honda Four

Latterly known as a TV pundit and commentator, going back a few years, Steve Parrish was one of Britain's leading racers and indeed blazed a trail around the GP circus along with his best mate Barry Sheene. Dubbed 'Stavros' by the double 500cc World Champion, Sheene once said of the practical joker: If he put as much effort into his racing as he did to setting up his victims, he'd be a World Champion!" British Superbike champion in 1981, Parrish went on to forge a successful career as a team manager before becoming a multiple truck racing champion. Nowadays, he can be found broadcasting at various events for TV as well as running his popular chat shows at various venues around the country.

Chas Mortimer riding a Yamaha TZ 350

Charles 'Chas' Mortimer is a former Grand Prix racer and remains the only rider to have won FIM Grand Prix races in the 125cc, 250cc, 350cc, 500cc and 750cc World Championship classes. A pioneer of the race school concept at Brands Hatch, Mortimer began racing in 1965 and he competed for most of his career as a privateer riding Yamaha motorcycles. When he won the 1972 500cc Spanish Grand Prix on a Yamaha, it marked the first 500cc Grand Prix victory for the Japanese manufacturer. He had his best Grand Prix season in 1973 when he finished second to Kent Andersson in the 125cc World Championship. Mortimer also competed successfully at the Isle of Man TT, with eight victories, and won the 1976 Macau Grand Prix.



David Hailwood riding a Ducati Hailwood Replica

The only son of Stanley Michael Bailey Hailwood, MBE, GM, known simply as 'Mike the Bike' and who died following a road traffic accident in Warwickshire in March 1981. David was with his dad and younger sister Michelle in the car that fateful day but unlike the other two, he survived. Never venturing into competition, nowadays David continues his famous father's legacy by maintaining and exhibiting a selection of machines ridden by what many still consider to be the greatest rider of all time. Hailwood retired with 76 Grand Prix victories, 112 Grand Prix podiums, 14 Isle of Man TT wins and nine World Championships

Honda Six

Officially titled the Honda RC174 but more commonly referred to as the 297cc Honda Six. A "300cc" bike isn't the type of engine capacity to get too excited about but when you start listing some of the bike's specifications, such as its six cylinder engine capable of 17,000rpm, six independent carbs, 67bhp and a seven speed gearbox, things get a little more interesting. And then of course there's the distinctive sound. The RC174 won an amazing 7 out of 8 races in the 1967 350cc World Championship winning Manufacturers' and Riders' Championships while piloted by multiple Isle of Man TT winner, Mike Hailwood. A dry weight of 112kg and a top speed of over 250kmh but perhaps its most striking feature are the six exhaust pipes fanning out three on each side at the rear of the bike.



Although membership to the TTRA is only open to those who have started in a TT race there is an off shoot organisation, The Friends of the TTRA, which allows enthusiasts, who have enjoyed the spectacle of the TT or been involved in some way, to put something back. Membership to FOTTRA costs a minimum £150. This can be paid in instalments.

The Friends of the TTRA uses the same principal as that of the association and members are encouraged to get involved in fundraising from different sources. Although they have no say in the confidential business of distributing the funds the Friends have already proved invaluable when it comes to generating cash. TT riders, whether current or retired, can join the TTRA by contacting FrancesThorp at TTRA, Mountain View, Glen Maye, Isle of Man francesthorp@manx.net or at the 38th Milestone, the headquarters of the TTRA situated at the rear of the TT Grandstand during TT or Manx Grand Prix race week.

Frances is also the first point of contact for application forms for FOTTRA.

Castle Combe Trade & Display Sites



With the Paddock heaving, the circuit buzzing, the Star's Parade riveting, there is even more to enjoy with the various trade and display sites.

The Garage at the Strawford Centre, situated just next to Race Control, is where you will find the display of the Honda 6, Honda 4 and some other fabulous bikes. Also, a chance to meet David Hailwood and purchase the various Mike Hailwood memorabilia. Plus, a chance to join the Friends of the TT Riders Association, open to any enthusiast, it's a great chance to feel involved and help the association by assisting those ex riders in trouble.

RYGOR COMMERCIALS



Situated on the Tavern lawn just inside the Paddock you will see the latest range of Mercedes light commercials, ideal for the transportation of bikes and any other goods and a chance to meet the Rygor Commercials team who have been enthusiastic backers of motorcycle racing for many years.

FOWLERS MOTORCYCLES



Situated adjacent on the Tavern lawn offering a range of bikes and accessories which many special offers.

QUARRY CORNER



MCD Insurance, come and meet the Motorcycle Direct Insurance team at Quarry Corner. Purchase your bike insurance with MCD and you will receive a 25% discount off your premium as a way of saying welcome.

FlyBikeFly.com



A unique service for motorcyclists wanting to ride their own bikes abroad.

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CALNE BIKE MEET – 26TH JULY 2014

The biggest free biker event in Europe, now in its 14th year, pop down and meet the team and see how you can become part of this unique event.

NAILSEA BIKE SHOW

The 5th Nailsea International Bike Show runs at Old Barn, Wraxall on the 2nd and 3rd August raising money for Freewheelers EVS Blood Bikes – pop down to meet the team.

FREEWHEELERS EVS

Also supporting this great charity and hospitals in the Bath area is Andy Smith and his team, not only raising money but also on the look out for volunteers to assist with the service which is such a great advert for motorcycling.



Visit the Castle Combe Racing Club shop situated next to Race Control, an Aladdin's cave of everything and anything from a model to stickers, umbrella's to jackets and lots for the ladies and the youngsters too, and all the profits get ploughed back into the sport.

KING OF CASTLE COMBE HISTORY

Back in the 50's and 60's the 'King of Brands' on the Good Friday, Brands Hatch meeting was a much sought after title.

With rounds of the British Championship always featuring at Castle Combe in the same period it wasn't long before the 'King of the Castle' (Combe) accolade was added to various race reports, although a formal race title carrying the name was only adopted over the last couple of decades. In contemporary press reports from the earlier periods riders such as John Surtees, Derek Minter and, the best of all, Mike Hailwood were often referred to as the Kings of Castle Combe. Tony Rutter, the late Barry Sheene and Percy Tait plus sidecar stars Chris Vincent and Mick Boddice received the same compliment into the early 70's.

25 years ago it would surely have been awarded to Carl Fogarty when he broke the 100 mph lap barrier, setting the figure just over 102 mph in 1989. Current ITV TT commentator James Whitham, and ex British Superbike Champion John Reynolds quickly raised the lap record to 107 mph with winning rides and would have been crowned King before the circuit was slowed with the construction of the Esses and Bobbies and more recently Bybrook. Sean Emmett took a popular victory when he won both the Superbike races at our Superbike Grand National meeting in front of a record crowd and would have felt like a King in 2004. In 2005, Tommy Hill took his first Superbike win here before going on to later win the British Superbike Championship for Yamaha and would have deserved the title.



Sean Emmett winning in 2004 at the biggest meeting in the circuits history with sparks flying from his boots—the unofficial king of the Superbike Grand National

The last few years have seen the 'King of Castle Combe' become the feature race with Tommy Bridewell taking an emotional win in 2008, local ace Dan Cooper – now a Castle Combe track day instructor was victorious in 2012 and in 2013 Bath's James Cox took the win and so arrives back as the reigning King.

With a record trophy fund on offer for this weekend expect this special title to again be closely fought over, with Joe Burns one of the leading riders in the British Superstock Championship in as a 'wildcard' entry on his JG Speedfit backed Kawasaki. Whoever comes out victorious on Sunday afternoon will add their name to an illustrious list of British and World Champions, who in their time were the Kings of Castle Combe... bring it on!!



James Cox current King of Castle Combe... can he retain his "crown"?

Castle Combe Back to the Future?

A 117mph lap around the challenging Isle of Man TT circuit would have been the stuff of dreams when the technically advanced Honda's you will see in the Stars Parade were winning in the 60's. Mike Hailwood wrestling the 500cc Honda around at 107mph in that famous 1967 battle with Ago meant that in 37 years the TT lap record had increased by around 30mph from 1930 to 1967

The first Zero TT in 2009 was won at 87 mph, so an electric powered bike has taken just 5 years to achieve the same sort of improvement in lap speeds that took the best part of 40 years by a petrol engined bike.

SO IS THIS THE FUTURE?

We enjoyed a glimpse when a week before TT practice the Mugen team spent some time here. And to say we were impressed would be an understatement. The level of engineering was, as you would expect to Moto GP standard, as were many of the cycle parts such as forks and brakes. There is no need of course to warm the engine, so when it was time to go on track, the tyre blankets were removed, the bike taken off its stands and the riders, John McGuinness and Bruce Anstey got on and with a low whine from the motor rode out of the garage at a low speed rather as you would on a mobility scooter. No blipping the throttle, no revving to get into the powerband, just a slow almost silent exit onto the track. Yet at Quarry they were up to around 140mph, in fact the riders thought that at some points of the circuit they were quicker than on the Superbikes

they had tested just a couple of weeks prior.

But perhaps the strangest sight, that set the bike apart from

its petrol powered competitors was the foot rests, there were just the 2 pegs, no gear lever and no brake lever, the back brake being where the clutch lever would have been.

Designed to run for a lap of the TT and nothing more on maximum power, clearly the technology has some way to go before we are all rushing to buy one but as is being proved currently with the new for 2014 Formula One regulations the technology is advancing at an amazing pace. With proven performance, now perhaps the emphasis will be on longevity of the power unit as clearly the charging time is a major issue. However talking with one of the team they suggested that in the future and on a long run he could see the possibility of calling into a "recharge station" where at the touch of a button the battery cassette would spring out, like a mobile phone, the depleted unit would be swapped in moments for a fully charged one and you would be on your way.

The future? Perhaps



*John McGuinness at Braddan Bridge
Photo Courtesy of CarterSport*

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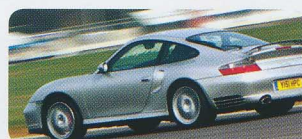


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MOTORCYCLE TRACK DAYS



Whether you are an experienced track day user or have never been on a circuit before you will find a warm welcome, from some of the best and friendliest instructors in the country.

Our days are open to riders of bikes over 250cc and with full driving licences.

Our 'New to Track' sessions are particularly popular and those that haven't tried track riding before will find their own dedicated circuit specialists who will stay with you throughout the day to ensure that you get the most from your first track riding day.

SOUND REGULATIONS - ESSENTIAL READING

All machines using the circuit will be subject to sound testing. The limit is 105 db(A), measured at ½ metre from the exhaust outlet at ¼ max revs. It is the rider's responsibility to ensure that their machine is within our sound limits.

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2014

BIKE TRACK DAYS

9th & 23rd July

6th & 20th August

3rd & 17th September

8th October

£130

Cost per day (booking fees apply)

Rider Safety Performance Day

8th July **£99.00**

Coming Soon...!

CLASSIC & RETRO ACTION DAY, SATURDAY 28TH JUNE

Hot air balloons join the 100s of classic and retro cars Vintage bus passenger rides with full day of track action Lunchtime Classic Cruise • Please note that all ballooning activities are subject to weather conditions on the day.

RALLY DRIVING EXPERIENCE DAY, SATURDAY 28TH JUNE

Fancy yourself as the next Sébastien Loeb? Now's the time to find out...! Prices at just £165 for a 3-hour session.

RS OWNERS CLUB, SATURDAY 5TH JULY

Approx 100 car club displays • Full day of track action • Kid's entertainment and fun fair rides • Charity rides • Show and Shine • and more! Full details at www.rscombe.com or Tel: 07752 093 782

CAR BOOT SALE, SUNDAY 6TH JULY

A great excuse to give your house, attic and garage a spring clean and earn some money as well! Selling?... Prices from just £8 per pitch. Buying?... 50p donation to local charity (Friends of Luckington School)

CAR TRACK DAY, FRIDAY 11TH JULY

Drive your own car • Plenty of space and FREE instruction/tuition available all day

Full details on all of the above events can be found on www.castlecombecircuit.co.uk or Tel: 01249 782417

Next Race Meeting...

Retro Race Meeting... Sat 12th & Sun 13th July

Our Castle Combe Championships feature on both days and then it's a selection of the MGCC Motoring Classics, Thoroughbred Sportscar Championship, Jaguar Classic Parts Saloon & GT Championships, CSCC Swinging 60s Series, CSCC Tin Tops Series and more... they say variety is the spice of life and, with machines from the swinging 60s to the present day, it is certainly true here!



Timings: Saturday: Qualifying from 8.30am, Racing from 1pm / Sunday: Qualifying from 8.40am, Racing from 12.45pm

Admission: Saturday: Adult: £10, Senior: £7.50 / Sunday: Adult: £15, Senior: £10
Weekend: Adult: £20, Senior: £15. Children under 17yrs go free. Camping: £10 (Friday & Saturday night)



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The Grand National Motorcycle Race Meeting 2014

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