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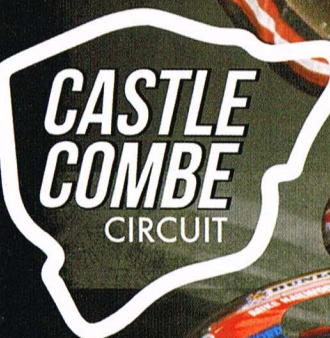
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Mike Hailwood®

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8 & 9 of the
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Club
Championship



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Mike **Hailwood**

9 WORLD CHAMPIONSHIPS 76 GRAND PRIX WINS 14 ISLE OF MAN VICTORIES

For conditions of admission see inside

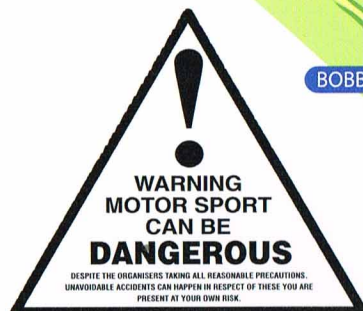
GRAND NATIONAL MOTORCYCLE MEETING



8TH/9TH JULY 2017



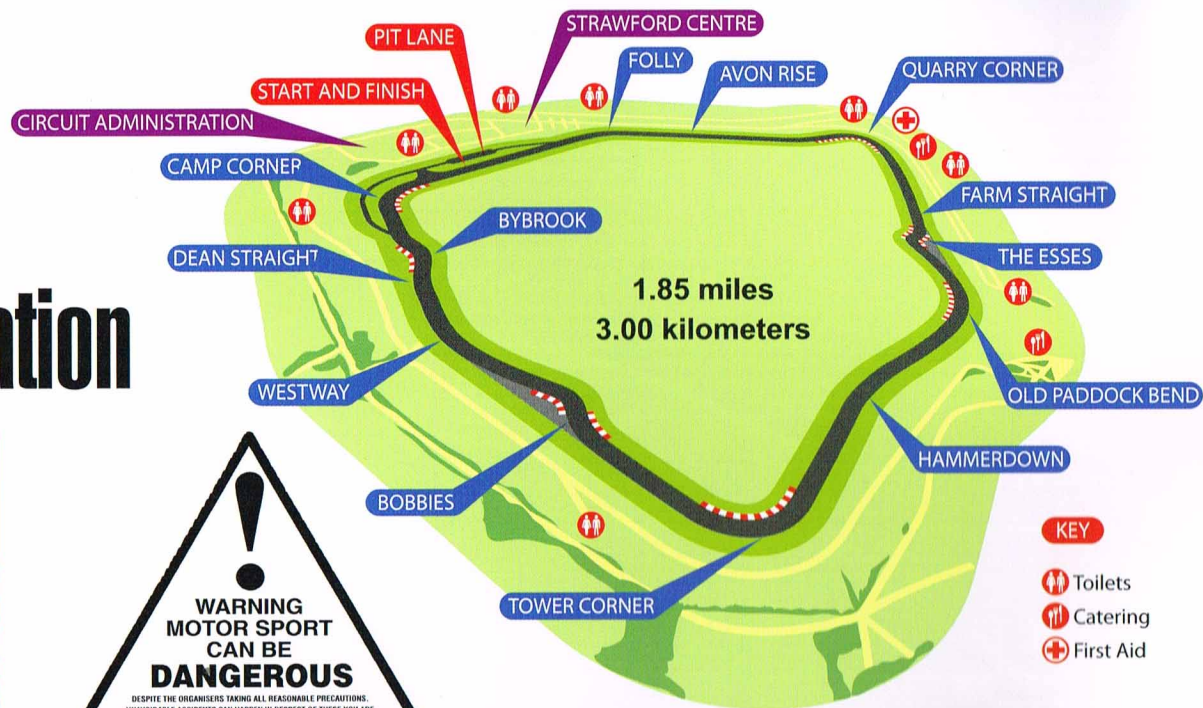
Circuit Map & Information



Motor Racing can be dangerous and persons attending the meeting do so at their own risk

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.



Outright Lap Records Motorcycles (Bybrook circuit)

Outright Solos: James Buckingham, Suzuki, 1000cc, 1:09.93, 95.24 mph, 31-Jul-05
125GP: James Lodge, Honda, 125cc, 1:16.84, 86.67 mph, 29-Jul-07
250GP: Philip Atkinson, Yamaha TZ 250, 1:12.802, 91.48 mph, 22-Jun-14
Lansdowne Classic: Mike Edwards Matchless 500 1:21.067, 82.15mph 27-June-15
Outright Sidecars: Steve Webster & Paul Woodhead, Suzuki, 1:11.62, 92.99 mph, 26-Sep-04
F2 Sidecars: John Holden & Andy Winkle, Suzuki, 600 cc, 1:15.42, 88.31 mph, 29-Jul-07

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Words, Bruce Cox, Larry Carter, Russ Gardner

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Welcome

Mike's Castle Combe Tribute Parade we are SO looking forward to this event! A parade and display of bikes which Mike either rode or was in some way associated with, accompanied by many of his fellow racers of those years, is going to be a true feast for the eyes and senses.

In his career, Mike rode so many different bikes and classes from 125cc upwards; and to see them gathered in commemoration of 60 years since Mike first rode at Castle Combe will be a wonderful tribute.

1957 was Mikes first year of racing, and his appearance at Castle Combe was only his second event at the age of 17. He rode in two races that day, and in the first he finished 4th on a borrowed 125MV and had lapped only fractionally slower than the second placed man. In the 250cc race he finished 5th and both races had a field of 31 riders, many of them experienced professionals. It was a performance that first gave him newspaper recognition and was just the start of his legendary career.



reputation; from his second ever race meeting here in 1957 through to his final season in 1980.

Today, you will see many of the actual bikes or the types of bikes Mike raced to success in just about every solo class. His special machines have also attracted some special riders and we look forward to seeing them all on track.

But this meeting is about so much more than just tribute parades, with our motorcycle racing partners the NG Road Racing Club once again providing an action-packed and non-stop timetable of racing. Featuring almost every solo class, the track action will be fast and hopefully provide some great battles. For obvious reasons, we look forward especially to Sunday's King of Castle Combe feature race, but we are also keeping an eye on some of the riders who took their ACU racing licence test with us. The variety of racing the NG Road Racing club attracts includes the popular Lansdowne British Historic Championship, where once again the Ray Petty Trophy will be awarded and the Classic and Specials parades add further variety to the packed programme.

To assemble the parade bikes has taken a lot of work by our events team but the desire to be associated with the



On behalf of Mike, Dave and myself, I would like to extend my sincerest thanks to Rodney Gooch and his team for all their hard work and enthusiasm in bringing the event together, this would not have happened without you. I would also like to say a big and warm 'thank you' to Honda, Steve Wynne and all those who have kindly loaned their machines and time to this fabulous honour, it is very much appreciated.

Wishing you all a wonderful day,

Best wishes
Pauline Hailwood

This is a very special weekend for the circuit. We

commemorate Mike Hailwood - arguably the greatest motorcycle racer of all time (although Valentino fans may argue this). Mike's last race here was on four wheels - perhaps appropriately in a Surtees - but it was of course on two wheels he made his name and

meeting has so much to do with the admiration of 'Mike the Bike' himself. A few names stick out to have made the whole thing possible: securing the agreement of David and Pauline Hailwood so early on opened the door for us with Steve Wynne agreeing to come over from New Zealand to be reunited with the 1978 TT-winning Ducati on which Mike made his famous comeback. The owner, Laurence Auriana of Auriana Racing in New York agreed to send the bike (in fact, he has sent two), with the Roger Nichols bike also present.

A special mention must also be made to Phil Morris who provided the very bike on which Mike made his Castle Combe racing debut. David Hailwood will open Sunday's parades with a lap on Phil's 125cc MV and of course our friends at Honda who are bringing the 'Six' for Guy Martin to ride. However, we would like to say a very big thank you to each and every owner who has brought a bike for you to enjoy.

And with Freddie Spencer making his Castle Combe debut and John McGuinness also attending (he will be signing his recently released book), along with Bruce Anstey riding the big Yamaha 750 TZ and the very popular Stuart Graham riding the National Motor Museum 250cc Honda Four, we have some very special guests. So, take time to see the bikes and enjoy the parades and the racing.

But this weekend we will be missing two names who have been part of our motorcycle meetings for many years. Jer Thomas was a talented and popular rider while behind the scenes Gerry Gardner (one of the NG's founding members) was here in race control last year. Many in the paddock will pause for a moment to remember both in their own ways and this weekend the meeting will be poorer without them.

We wish all our visitors an exciting, enjoyable but above all, safe day.

Thank you for attending.

Graham Marshall
Managing Director, Castle Combe Circuit



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Timetable

		Saturday 8th July*	Sunday 9th July**
	PRACTICE SESSIONS FOR ALL RIDERS - P1 TO P5	8.40	8.40 (if required)
	Qualifying Races		
Race 1	Powerbike with L & J Fabrication Services & Saphire Group and Adam Jeffery Flooring Pre Injection 1300	7 Laps	7 Laps
Race 2	MPH Moto Mini Twins & EDP Open 500	7 Laps	7 Laps
Race 3	Into the Blue Consulting 600	7 Laps	7 Laps
TQ 4* Race 4**	250GP / 125 GP ACU National Championship & Two Stroke GP	Timed Qualifying 15 Minutes	Sprint Race 7 Laps
Race 5	A & R Racing Formula 400, Formula Prostocks & Suzuki Bandit Challenge	7 Laps	7 Laps
TQ 6* Race 6**	Phoenix Open	Timed Qualifying 15 Minutes	Race 2 9 Laps
TQ 7 Race 7	Lansdowne Classics	Timed Qualifying 15 Minutes	Race 2 7 Laps
Race 8	Adam Jeffery Flooring Pre Injection 700 & Metzeler DTR Streetstocks 700 / 1300	7 Laps	7 Laps
Race 9	Desmo Due & Steve Lynham F125	7 Laps	7 Laps
Race 10	100% Suspension Sound of Thunder, MPH Moto Super Twins & Neatafan NG Supermono Cup	7 Laps	7 Laps
	Classic Bike Parade & Mike Hailwood Tribute (Sunday only)	15 Minutes	Special Guest Parade 15 Minutes

	Championship Races		
Race 11	Powerbike with L & J Fabrication Services & Saphire Group and Adam Jeffery Flooring Pre Injection 1300	8 Laps	8 Laps
Race 12	MPH Moto Mini Twins & EDP Open 500	8 Laps	8 Laps
Race 13	Into the Blue Consulting 600	8 Laps	8 Laps
Race 14	250GP / 125 GP ACU National Championship & Two Stroke GP	10 Laps	12 Laps
Race 15	A & R Racing Formula 400, Formula Prostocks & Suzuki Bandit Challenge	8 Laps	8 Laps
Race 16*	Phoenix Open	Race 1 9 Laps	
	Classic Bike Parade & Mike Hailwood Tribute**		15 Minutes
Race 16**	Phoenix Open - King of Combe		10 Laps
Race 17	Lansdowne Classics	Race 1 8 Laps	Race 3 8 Laps
Race 18	Adam Jeffery Flooring Pre Injection 700 & Metzeler DTR Streetstocks 700 / 1300	8 Laps	8 Laps
Race 19	Desmo Due & Steve Lynham F125	8 Laps	8 Laps
Race 20	100% Suspension Sound of Thunder, MPH Moto Super Twins & Neatafan NG Supermono Cup	8 Laps	8 Laps
	Classic Bike Parade*	15 Minutes	

Held under the Club Restricted ACU Permit No. ACU 49433, EMN 10/190 - Course Certificate PCL 014
Held under the international sporting code of the FIM, and the national sporting code of the ACU, and the supplementary regulations.

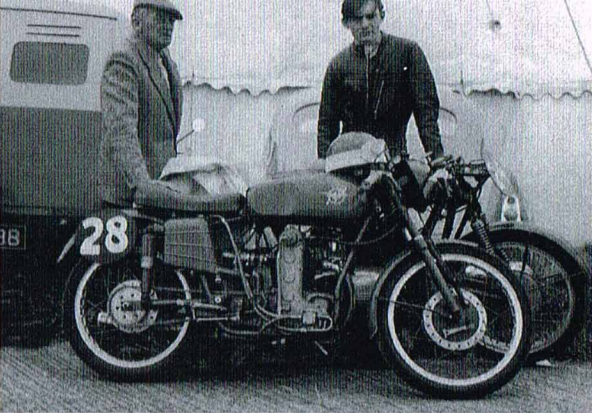
*Saturday **Sunday

CASTLE COMBE
Grand National
8 - 9 July 2017

MIKES BIKES PARADE
Commemorating
Mike Hailwood®

On a dark and rain-swept Saturday evening on March 21st, 1981, motorcycle racing superstar Mike Hailwood and his daughter Michelle, aged just nine years old, died when the car in which they were travelling on a simple errand to pick up fish and chips collided with a truck that had made an illegal turn through the barriers of the central reservation. In that way was tragically ended the life of a man who even now, almost forty years on, is still often referred to as the greatest motorcycle road racer of all time.

Mike Hailwood had retired from racing in 1979 at the age of 39. By then he had amassed 76 Grand Prix victories, 112 Grand Prix podiums,



Mike with father Stan at Castle Combe in April 1957

even on motorcycle sidecar outfits, Mike arrived in a large bus-sized transporter with the chequered flag emblem of his personal 'team' - Ecurie Sportive - emblazoned across the sides and a script above the windscreen which told the folks at the paddock entrance that "Here Come Mike's Bikes"....!

HERE COME MIKE'S BIKES

14 Isle of Man TT wins and nine World Championships. These included 37 Grand Prix wins, 48 Grand Prix podiums, six Isle of Man TT wins and four World Championships in the premier 500cc class - the equivalent of today's MotoGP category.

In tribute to the legend that is Mike Hailwood, the organisers of the meeting here at Castle Combe today have assembled a superb display of bikes that typify the 'Hailwood era'. Some were the actual machines ridden by the maestro himself, others are typical examples of the machines that he rode - and still more are on hand purely to bring back memories of that golden age of motorcycle racing and the man that did so much to make it shine.

To say that Mike Hailwood burst upon the motorcycle scene in 1957 would hardly be an exaggeration. In an age when all but the factory team racers transported their bikes to meetings in small vans, on trailers and

That was because his millionaire father, Stan, immediately applied the same colourful approach to Mike's racing career as he did to his own motorcycle sales businesses that had made him rich. As far as Stan was concerned, it was up to Mike to live up to the hype.

Live up to it he did - and this, combined with his polite and diffident personality, soon won over any critics who had at first regarded him as a spoiled little rich boy.

"Mike's Bikes" originally comprised three Italian machines - an Itom two-stroke for the 50cc class, a single overhead-camshaft 125 produced by MV Agusta and popular with privateer riders in the smallest GP category, plus another MV Agusta for him to ride in the 250cc class. This was a 175cc Competizione Super Sports model (with its engine bored-out to its maximum possible 203cc capacity) that the factory produced for the long-distance road races like the Giro d'Italia.

Examples of each of these Italian racers are either on display or on parade at Castle Combe here today and Mike's son, David, who was only six years old when he survived the tragic accident that killed his father and sister, will add to the nostalgia of this occasion by riding an MV Agusta 125 (formerly ridden by his father and now owned by Phil Morris) in the tribute parade. It was this very machine that Mike rode at Oulton Park in April 1957, to finish a creditable 11th in his first race. And by the mid-point of his debut season he was winning races against well-known and far more experienced riders on similar machinery.

The 1978 TT comeback



continued on page 32

NG Road Racing...



www.ngroadracing.org

We are already at meeting five of the 2017 series, and so far we have had full grids and great racing at Brands, Oulton, Donington and Cadwell Park. When you gaze down the entry list this weekend looks like the trend will certainly continue.

Many of this year championships are turning into head-to-head challenges. Ciaran Bligh and Paul Jeffery in the 1300 Streetstock.... Simon Bastable and Leif Williams in 700 Streetstock... Thomas Payne and Paul Harlington in 1300 pre injection... Ben Broadway and Dave Mackay in the Sound of Thunder as well as a tight 3-way with Michael Rees, William Holland and Jake Detloff in the Super Twins.

Time to step up for the men who would be King (...of Combe)

**Rounds 8 & 9
Castle Combe
8th & 9th July
2017**

The focus for many will be the King of Combe where all the fastest riders of the weekend will mass for a shot at the prestigious title. It looks like it will be a battle between two men..... and they are both local boys!. Stroud based Dan Cooper the three time winner is back to defend, but he will be on his 600cc Honda whereas his main challenger, and NG's top man of 2017 Josh Day from Cirencester is on a ZX10R. Cooper has track knowledge and has just returned from the Isle of Man TT. Day is on fire on the short circuits and has an unbeaten record so far this year. Expect a host of other Superbike riders to be putting the pressure on as Chris Pope, Michael Blank, Nick Williamson, Peter Carr and Shaun Hennessey are all confirmed on the grid.

Daniel Cooper was crowned King of Combe last year for the third time....Can anyone depose the man who would be king?



Elsewhere other classes have runaway leaders that need to be pegged back. Dave Hampton has a good grip on the 500 and supermono series and Paul Wardell is piling on the points in the Mini Twins. Phil Webber too is having things pretty much all to himself in the Prostok class.... challengers step up!

The 250 National series sees a return to the grids for reigning champion Philip Atkinson after injury. Whilst he has been absent former champ Ant Hodson has been banging in the big points and is looking in a commanding position for the 2017 title.

There are two full days of action on and off track at this the Castle Combe Grand National meeting.

NG'S FASTEST RIDER AT CASTLE COMBE

Ben Godfrey holds the figures for the fastest NG lap here at Combe from July last year. Back then he was on a BMW S1000R and circulated in 1min 10.72sec, which equates to an average of 94.17mph.

ADDING EXTRA INTEREST TO THE WEEKEND

NG Road Racing is again running and promoting the British National series for 125cc and 250cc GP machinery. This is the only place in the UK that you will see these ex-GP machines racing for a full British Championship title backed by the ACU (The sports governing body in the UK). We also welcome the Ducati Desmo Due Series back for another year and the same goes for the ever growing band of Formula Prostok runners. In addition to the national series we also have the popular TSGP Two-stroke runners, and for lovers of the sights and sounds of the older race bikes from the 1960's there is the popular Lansdowne Classic Series.

Words : Russ Gardner | NG Road

Images: EDP Photo News | www.edpphoto.co.uk

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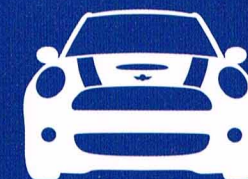
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Turner RACING



Turner Racing are pleased to announce their second year of sponsorship of the 250 GP ACU Championship Rounds at the Castle Combe Grand National.

Fresh from his Podium finish at the NW200 and his best ever IOM TT finish this Year, Local Top Rider Dan Cooper will be hoping for continued success at this year's meeting. As well as competing on the Turner Racing Yamaha TZ250 Dan will also be aiming to retain his title of "King of Combe" and take a further consecutive win in the 600 Open Class.

With preparations now almost complete for the forthcoming Isle of Man Classic TT in just a few weeks time, we are also pleased to announce two entries for this year's Classic TT Lightweight 250 Event.

On display will be the Michael Dunlop Yamaha TZ250 which will line up alongside Dan Cooper in August.

"It's a great privilege and honour to have two such accomplished riders lining up on the TT start line in August, and Castle Combe is our most important preparation event of the Year" said Roger Turner (Turner Racing founder).

A number of other machines will be paraded and displayed over the weekend including Ian Hutchinson's Macau GP winning Milwaukee Yamaha R1 - and the Leon Camier 2009 BSB Championship Airwaves Yamaha R1 (this year ridden by Charlie Hall)

We wish all our competitors and enjoyable fast and safe weekend at what looks like truly the best line up of events at Castle Combe ever held.



250GP ACU National Championship & NG Cup

Race report Round 6 & 7 Cadwell Park



Images EDP Photo News
www.edpphoto.co.uk



Hodson extends lead despite Neate's and Jackson's efforts!

Well now, Cadwell Park dawned a little overcast on the Saturday, but the day brightened up no end and later in the morning the sun shone warmly, occasionally ducking behind high, white clouds. Lovely. The threatened rain didn't appear on either day, which was good news.



So, enough about the weather, let's get on to the racing, eh? Sixteen riders were on the grid for the ACU Championship qualifying, including four 125's and three Moto3s. A new addition to the ACU250GP grid was the TSGP series which added 19 additional 2 stroke riders. Jake Arthur and Eugene McManus, both on Moto3's took first and second places on the grid, with Ant Hodson on a Yamaha TZ250 third. The second row was Dan Jackson (TZ250), Steven Neate (Honda RS250) and Sam Burman, (Moto3). Behind them were Bruce Dunn, (TZ), Simon Hunt (TZ Cup) and John Lewis (TZ). Then came Gavin Mills (125), Ben Miles (125) and James Hind (125). The last four places were Josh Hodge (Moto3), Derek Clark (125), Andrew Davies (TZ) and finally Ian Austin, (TZ). Phew.

In the race, Archer and McManus took off quickly, both of them turning in seven fastest laps between them. Hodson promoted himself from fourth to third during lap 1 demoting Neate into fourth. Meanwhile, Dunn was taken by Jackson during lap two for fifth position, where they both stayed until the chequered flag. Burman circulated steadily to take seventh place.

Behind her, Hunt and TSGP rider Taylor appeared to have fun, with Hunt eventually grabbing eighth place from Taylor at the finish. The TSGP riders seemed to enjoy themselves, although

filling most of the lower order positions.

And now we come to Sunday. For the five-lap sprint race the grid was a little smaller with ten Cup runners, five TSGP racers and six 125's. Neate lead for the first four laps but was taken out of contention on lap four by Hodson in turn 2. Jackson took the lead setting a fastest lap on lap 4 maintaining the lead over Hodson by just over 2.5 seconds at the line. Third was Dunn with Hunt the victorious NG Cup runner.

Taylor, Burman and Lewis were 5th, 6th and 7th, ahead of Naylor; Olding was 9th overall but second in the NG Cup and tenth was Davies. A good race, enjoyed by spectators, though Hodson was more than a little disgruntled!

And so, onwards to the 10 lapper. Owing to his win and fastest lap in the sprint, Jackson was on pole, with an absent Neate in P2 unable to start due to damage sustained in the earlier race incident, with Hodson behind him in P3. Third row was Hunt, Dunn and Burman. The third row was Naylor, Lewis and Taylor.

Burman jumped the start and was penalised 10 seconds, such a shame for her. Racing-wise, Hodson came pretty close to Jackson at the start, but recovered well, harrying Jackson until eventually passing him to take the win. Jackson finally finished third somewhat frustrated to be behind Dunn in 2nd.



Championship standings after rounds 6 & 7

NATIONAL CHAMPIONSHIP			NG CUP CHAMPIONSHIP		
1	Ant Hodson	226	1	Simon Hunt	245
2	Daniel Jackson	120	2	Gareth Willis	166
3	Phil Atkinson	111	3	John Hogg	56

For up-to-date NGRRC results, lap times and general info please visit www.ngroadracing.org

Championship coordinator
Steve Bostock 01452 304804 | 07967 681639
sbostock@ngroadracing.org

Follow us on Facebook

Castle Combe is always a favourite with the Lansdowne and it is great to be invited back by North Glos. All the Lansdowne bikes will be in Paddock 2 which is to the far left as you face the circuit in the paddock, come along and have a look at the bikes.

2017 is the nineteenth year of the Lansdowne, which now has 4 classes for various types of motorcycle raced before 1963. It was formed

bikes. This class use the original blue 350cc front plate.

Lastly there is the 'TCM Club Class Lansdowne Championship' sponsored by 'The Classic Motorcycle Magazine'. This is for pre-1954 Grand Prix 500cc machines and pre-1955 road based bikes up to 1000cc. In this class you sometimes see Vincent, Triumph and Norton twins and Velocette or Matchless pushrod singles racing against pukka long-stroke Manx Nortons and the like. This class use a red front plate.

The Lansdowne Classic Series - 2017

by several diehard classic racers led by Richard Thirkell after they had competed in the first Goodwood Revival meeting and liked the format. Today it has grown into the top classic racing series for that period, and the only one that run without fairings.

The first Championship is a British Championship and is sponsored by 'Bonhams the Auctioneers.' 'The Bonhams Lansdowne British Historic Championship' this is a hotly contested title for 500cc bikes and has over the years been won by many of the top classic riders. Most of the bikes in this class are sponsored bikes, and have to run on control Avon 19 inch tyres. This class have a white background to the front plate.

The second Championship is again for 500cc machines and sponsored by 'The National Motorcycle Museum' called the 'WRR Lansdowne Championship' WRR standing for the founder of the Museum, William Roy Richards. This is mainly for the Owner / Rider and small modifications are allowed here, like 18inch wheels and high level exhausts, but the bikes are handicapped for these deviations from standard. These bikes have a yellow front plate.

The Avon Tyres sponsored class is for 350cc machines, with the same rules as for the WRR

The current Bonhams British Champion Chris Firmin is here riding again for 'Andy Clews Racing' on an 'ACR Manx Norton' he also has a team mate, Sam Clews who had been getting faster and faster last year. Others who will be giving him a hard time are championship leader Dean Stimpson riding another Manx for the 'Izzard Racing' and Dean's team mate is Keith Clarke who is back after a year out, he is also Manx mounted. New to the series this year is Mike Hose on the Ripley Land G50 Matchless previously ridden by Spike Edwards and Alex Sinclair. Past Lansdowne Champion and ex Classic World Champion Glen English is here riding for Ed Fenwick on a 'Works' entered Manx Norton, also out there will be three times Lansdowne Champion Mike Russell riding a Richard Adams owned and prepared Manx. Tony Dunnell sponsors two very tidy Manxes one ridden by Clive Ling and the other by George Thomas who is new to the series and in the WRR class.

Last year's WRR Champion is here with his winning G50 Matchless and that is Seb Perez and I'm sure there will be several riders out there to pinch his title this year, including Tony Perkin, Mike Farrall, Ian Bain, Stuart Tonge and Chris Bassett. In the TCM class for pre '54 bikes we have last years Champion Sam Rhodes on a Velocette. Thanks must go to North Glos. for inviting the Lansdowne to Castle Combe along with all the officials and marshals who make week ends like this possible.

Championship Positions after 3 rounds

BONHAMS 500CC BRITISH CHAMPIONSHIP

1st	Dean Stimpson	141 points
2nd	Chris Firmin	101
3rd	Michael Russell	97

MUSEUM WRR CHAMPIONSHIP

1st	Ian Bain	141 points
2nd	Chris Bassett	115
2nd	Mike Farrall	85

TCM CLUB CLASS CHAMPIONSHIP

1st	Sam Rhodes	87 points
2nd	Alex Sinclair	20
3rd	Patrick Walker	12

And Glen English, no 25 stayed on to finish 2nd



Rounds six and seven of the Formula Prostocks Racing Club's Championship were held at Cadwell Park in conjunction with NG Road Racing.

Rain overnight on Friday saw us going out for qualifying on a damp track with wet patches, meaning it was another tyre dilemma as to which to go with, wet's or dry's?

The wet's came out on top with the best lap times and those who took the gamble on dry's

FPR Cadwell Park Review

found themselves further down the grid than their usual placings!

It was local man Mick Pennell who put it on pole in the Bandit Challenge and fast man (damp or otherwise) Phil Webber for the Post Classics.

Saturday race one got underway beneath sunny skies, which made for some great racing. It was John Warwick who made his way to the front, he took the win from Pennell and then Matt Baker (who is certainly one to watch as he has now got to grips with the Bandit and is on form), he was followed by Keith Chambers and Glynn Nicholls, Nicholls had made his way all the way up to third from a lowly grid position (dry tyres for qualifying) only to be awarded a 10 second penalty for a jump start.

In the Post Classic race, it was no surprise to see maximum man Webber taking the honours once

again from Andrew Howe and Ben Maxwell.

Race two was once again dry and sunny.

The race got underway only to be red flagged when Matt Orford's bike cried enough and put a conrod through the crankcases and spilt oil all the way around Chris Curve.

After a short delay whilst the marshals cleared up the oil, we regrouped on the grid for the re-run. This saw a battle for the lead between Warwick, championship leader James McHardy

and Nicholls with Baker and Chambers also on their tails. Lap three saw Pennell make what the commentators called 'a very naughty move' on Chambers up Coppice almost taking him out, this also allowed Jamie Harrison through as Chambers tried to regain composure!

The chequered flag went out to McHardy, from Warwick and Nicholls. The result in FP2 was once again the same as race one with Webber taking an easy victory over Howe and Maxwell.

Sunday was once again dry and mainly sunny, so ideal conditions for racing and that was certainly what we got!

One again the Black Widow Exhaust's sponsored Bandit Challenge proved to be one of the most exciting races of the day. In race one, the now familiar front runners were at it again, this time it was Warwick who took the victory just 0.2 seconds in front of Nicholls, followed by McHardy who took the last podium spot but only just as he was only 0.1 seconds in front of Baker! Further down field there were equally exciting battles. One in particular saw Michael Hughes in the middle of a Scottish sandwich, with William Harrison in front of him and Duncan Muirhead just 0.15 behind!

Formula Prostocks Post Classic race, sponsored by Properly Protected Insurance was dominated once again by super-fast Webber, with Howe second and new boy David Lenton taking third.

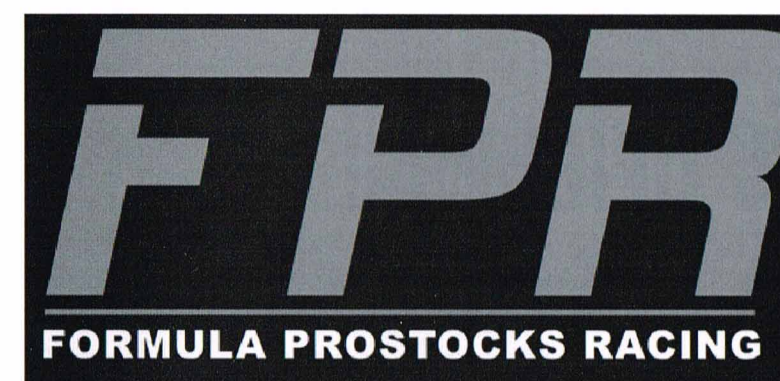
The final race of the weekend.. And once again it didn't disappoint. This time it was Warwick and McHardy going at it at the front, in an epic battle that saw Warwick take victory by just 0.02 from McHardy, with Nicholls in third.

Phil Webber managed to keep his 100% record with another convincing win, this time over Lenton.

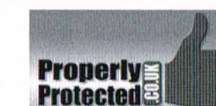
Another fantastic weekend's racing, proving once again that the Bandit Challenge is one of the most exciting classes to watch!

Formula Prostocks Racing Club, would like to thank NG Road Racing once again for inviting us to be a guest club in their race programme, they once again put on an excellent meeting.

Also, a massive thanks to all the marshals as usual. If it wasn't for you guys and girl's giving up your time, to stand out in all weathers picking us up and keeping us safe, we wouldn't be able to do this sport we all love so much, so THANK YOU all!



Would like to thank all their 2017 sponsors



Mid
Norfolk
Mouldings

For more information about our Club or the classes we run see

www.formulaprostocks racing.co.uk

Email: formulaprostocks@gmail.com // Tel: 0844 500 8565

DesmoDue Cadwell Report

With overnight showers and an ominous weather forecast for the weekend did not look great. Happily the sun pushed its way through the clouds to dry the track in time for the first qualifying race. Andy Blomfield #1 got off to a typically fast start to lead with Matt Lawson #72 and Pete Pritchard #51 following behind. Duncan Baillie #33 was unable to go with the lead group as he was being held up by some of the slower F400 riders that we shared the grid with. The poor weather for the warm-up session possibly lead to a more cautious approach at the front with the first three riders separated by a total of almost 10 seconds, the largest margin of the year. Was Matt Lawson keeping something in reserve for the championship race?

In the B championship Jack Young #60 lead from lights to flag finishing ahead of James Robinson #55 and Marcus Deeley #57. Preston Tuby #99 finished in 4th place but would need to find more pace if he wanted to finish on the rostrum. Oliver Benson #63 rounded out the rest of the B bikes as he learned the tricky Cadwell Park circuit. The sun was beating down for the championship race, apart from a gusty wind it made for perfect conditions. Blomfield got off to a fast start again leading for the first four laps. Pete Pritchard was close behind followed by Matt Lawson. It looks like Lawson had saved something from the earlier race, moving past both Pete and Andy on lap 3 to take the lead and knock out faster and faster laps until he dropped into the 1:46.6's, almost 2 seconds a lap quicker than the qualifying race, and take the chequered flag. Blomfield crossed in second closely followed by Pritchard. There were some other excellent performances in the field with Phil Murden #26 having his best ride of the year to finish in 4th after have a ferocious battle with David Young #211 that saw the two collide going up the mountain. Unfortunately for David he was unable to stay on after the collision and it would end his weekend, ruled out on medical grounds having been knocked out for a few seconds.

Jack Young continued his dominance of Class B, James Robinson again finished second despite improvements in

lap times. It was a similar tale for Preston Tuby who knocked almost 3 seconds off his lap times but still came home behind Marcus Deeley who finished 3rd.

For the Sunday qualifying race the sun was out and dry tracks made for exciting racing at the front. Andy Blomfield was away to an early lead with Lawson and Pritchard in tow. Again Lawson either biding his time or just finding his speed as the laps ticked away was able to pass Blomfield on the last lap to take the flag, the pair separated by less than a second. Pritchard just 2 seconds back came in 3rd.

In the B qualifying race Jack Young again lead from start to finish with James Robinson coming home second. It was a three way scrap for the final podium between Marcus, Oliver and Preston. Oliver had some suspension issues and the paddock was able to come together to make sure he could continue racing and it served him well as he finished just 0.1s ahead of Preston to take 4th with Marcus able to hold off the challenge from both. Preston must have been frustrated as he showed quicker laps times than the two who finished in front of him.

Slightly cooler conditions set the final race of the day. Again Andy Blomfield took an early lead, this time followed by Pete Pritchard, who had been quicker and quicker all weekend, with Matt Lawson 3rd in the group. Blomfield was able to lap consistently quicker than the chasing pair. Lawson made his move on Pritchard on lap 3 but was unable to catch Blomfield who was now in the 1:46.9. Unable to find the scintillating pace of the previous race Blomfield would take the flag. Lawson fought off a strong last lap challenge from Pritchard and the pair crossed the line 0.1 seconds apart.

It was disappointment for Preston Tuby in the championship race as his bike failed to make it to the second lap. Oliver Benson was unable to find the early pace to challenge Marcus Deeley so the top 3 finishes remained as they had all weekend. Jack Young, James Robinson and Marcus.

Thanks to everyone at NGRRC for a great weekend racing, and all the marshals for volunteering their time so we can go racing.

Remembering Ollie Bridewell

It doesn't seem two weeks short of ten years since the road racing world was robbed of one of its brightest young stars when Oliver Frederick Bridewell lost his life on a horribly wet Friday afternoon at Mallory Park.

Aged just 21 and chasing his dream in British Superbikes, there was more to Ollie than just his superb talent on a motorcycle. Quite simply, he was a unique character, whose infectious personality whose sense of right-doing was only compromised by his buffoonery. Whatever Ollie had to say, you wanted to listen because it captivated you, and usually made some sort of sense, or at least he'd have you believe that.

Coming from a racing family from just down the road at Devizes, whereby his grandad Fred raced grass track, followed by his dad Marcus who did likewise, it was inevitable that Ollie would follow suit and although the occasional off-road outing was undertaken, it was on the hard stuff that Ollie, and his side-kick, younger brother Tommy, made their names.

In the burgeoning Yamaha R6 Cup, where he raced against the likes of Crutchlow, Hill, Jessopp, Hillier and co, he was a race winner before moving onto the National Superstock 1000 Championship where he too enjoyed podium success. Those long ginger locks, befreckled complexion, trademark 'upside-down' glasses and gentlemanly demeanour belied a typical racer but when the visor came down, Bridewell



sprouted horns.

The fact that he never fulfilled his potential is sad enough, but what's even worse is the paddock is still a much poorer place without his stupid grin and West Country drawl, and he's still remembered with as much affection today as he was a decade ago.

They broke the mould after they made Ollie, we never saw the like of him before, haven't seen it since, and doubt we ever will again. Ride on, Ginger Gigolo, we'll never know just how good you were, but then again, we all kind of do...

Larry Carter

Ollie's family will be making a special award over the weekend



FREDDIE SPENCER

Whenever the name of 'Fast Freddie' is mentioned, the word that tends to spring to mind is 'enigma'. Undoubtedly one of the greatest motorcycle racers to grace Planet Earth, as recorded by his triple World Championship successes, the question often asked is just what greatness could he have achieved had the latter stages of his career not gone pear-shaped.

Hailing from the Louisiana bible belt, he started competing aged just four whereby Spencer went on to be part of the American revolution that demolished the European domination in Grands Prix and created history which is likely never to be repeated when he won both the 250cc and 500cc world titles in 1985. He was also the youngest rider to win the premier GP title until Marc Marquez broke that record some 30 years later.

An accomplished dirt track racer, once Spencer took to road racing he never looked back and as well as a distinguished GP career, he enjoyed success in the AMA Championships, including a triple victory at Daytona. He also impressed for Team USA in the annual Trans-Atlantic match races in his early career.

Nowadays a regular on the classic parade and chat show scene, Freddie is today as engaging as he was perhaps flippant at his peak, and whose recollections of his unique career are worth hearing. He has a new book out too, simply called 'Feel: My Story' which is compulsive reading for any fan.



GUY MARTIN

What else can be said of Guy Martin which hasn't already been? Motorbike racer, TV star, housewife's favourite, unique personality, truck fitter and bartender. And everything else besides.

But he's more than just a daredevil with sideburns as anyone who comes into contact with him will vouch. It's an experience being in Guy's company and even more so if you end up engaged in conversation with him.

What you see on TV (for the most part) is what Martin is all about. The eccentricity of him and his persona is what drives people to crave more of him, hence why he's snowed under with lucrative TV work more than ever these days. Ask the mother-in-law if she can name a motorbike racer and chances are it's Guy she'll come out with. That's his appeal across the generations and that's why there's a trail of people always wanting to have a slice of him.

Books, telly and the TT aside, let's not forget that a young Guy Martin cut his teeth on the short circuits of BSB before famously falling foul of officialdom and gaining a banning order! That prompted him to seek out an alternative Irish licence which led to him taking to the roads, and the rest, as they say is history.

Rumour has it that riding the Honda-6 here was the part that clinched the deal so hope he enjoys it!

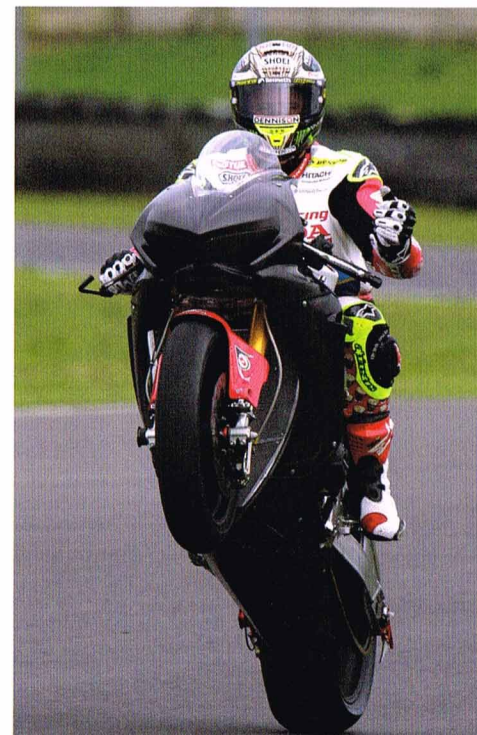
Superstar profiles

JOHN MCGUINNESS

Fact - if it's not worth winning, John McGuinness isn't interested in it. The 23-times TT winner is renowned for his prowess around the 37.73-mile Mountain Course, and rightly so, as from his first victory in the Junior race in 1999, he's relentlessly chased his hero Joey Dunlop's record of 26 victories. That was until he suffered the worst injury in his near 30-year career by smashing his leg at the NW200 in May and ruling himself out of this year's action.

He's also an anorak of the highest order and if you're ever in a pub quiz or the like, and it has anything to do with bikes, make sure he's on your team as what John doesn't know probably isn't worth knowing. Engage him in conversation and that becomes readily apparent, all superbly recollected in his superb new autobiography which he released a couple of months ago to worldwide acclaim.

Of course the big test for McGuinness is how - and if - he can bounce back from this career-threatening injury in time to challenge at next year's TT, much of which will be determined by the length of time it takes as it's a bad one. Or whether John decides to call it a day and think about making his living on the safe side of the fence. Whatever he decides, fans all over the world will wish him well but the TT without McPint wouldn't be quite the same, would it...?





STEVE PLATER

For a bricklayer who didn't start racing until quite late in his early 20s, Steve Plater has done OK for himself. Having briefly raced speedway in his teens, he started road racing in 1994, under the ubiquitous Bushfire Racing banner, winning his first ever race at his local Cadwell Park, having moved to Lincolnshire after being born in Luton.

He continued with his short circuit prowess and in 1998 he won the British Powerbike Championship, and only lost the more prestigious British Supersport title on countback to arch-rival John Crawford. A move into the British Superbike Championship beckoned and he rode for various teams with some decent success, including taking the factory Honda SP2 to a memorable victory in front of a packed house at Cadwell Park in 2003.

Nowadays Steve fills his time instructing on various track days whilst combining his role of brand ambassador for Ducati with occasional TV commentary and presenting roles, mainly at the TT. He's also the Riders' Representative at the NW200 as part of the organising team.

Superstar profiles

BRUCE ANSTEY

They say that a good wine gets better with age and the same can be said about Bruce Anstey who continues to dispel the myth about old road racers being slow road racers. A child of the sixties, the quietly spoken Kiwi turned 48 this year yet added another victory on the Isle of Man to take his tally to an impressive 12 TT wins in total.

Remarkable consistency singles Bruce out even more so than the other top road racers and up until last year, he scored a podium, at very least, at every NW200 event since he made his debut in 2002 taking 10 wins in the process. Add to that his 12 Ulster GP victories, a pair of Classic TT wins, and another good showing on the Padgett's RC213V-S MotoGP bike in the Senior TT until it expired, meaning he's not finished yet. He just needs to take it a bit easier nowadays, that's all!

Words: Larry Carter, Photos: EDP Photo News



STUART GRAHAM

Stuart Graham is not only a former Grand Prix motorcycle road racer, but an accomplished saloon car driver with plenty of success on both two wheels and four.

Now 75 years old, although he doesn't look a day over 50 and can still boast being able to still get in his leathers from his racing days, he is the son of the 1949 500cc World Champion, Leslie Graham.

His big break came when he was signed for the Honda factory team in July 1966 and later rode for Suzuki. His best season was in 1967 when he won two Grand Prix races and finished the year in third place in both the 50cc and the 125cc World Championships. There are not many riders who can say they've won an Isle of Man TT race as well as a European Grand Prix, but he is one that can.

Nowadays, Stuart is a regular on the classic scene where he can still show the youngsters a quick turn of pace and makes another welcome return here to Castle Combe where he has unfinished business. Last year, having patiently waited to go out on the track parade, his machine wouldn't start and despite everyone's best efforts, he had to sit it out so he'll be keen to make amends this time around.



Continued page 31

Powerbike - L & J Fabrication Services and Sapphire Group & Adam Jeffery Flooring Pre Injection 700cc

For the Orchard Computers Trophy

* = Saturday Only

** = Sunday Only

No	Grid	Rider	Machine	Class	Town/Sponsor
2	1	Josh Day	Kawasaki ZX10R	Pbike	Kendrick & Spalding
4	8	Colin Thompson	Suzuki GSXR 1000	Pbike	GRP Motorsport
9	12	Shaun Hennessy *	Ducati	Pbike	Hennessy Building Contractors Ltd
10	15	David Irons	Ducati 1198	Pbike	Tom Warner Racing
11	4	Chris Pope	Yamaha R1	Pbike	AFB Motorcycles
15	6	Gavin Martin	BMW HP4 1000	Pbike	Ferndown Dorset
24	30	John Denbow *	BMW S1000 RR	Pbike	JFD Trawlers Ltd
25	29	Matthew Rees	Kawasaki ZX10	Pbike	PMR Racing / GT Superbikes
27	2	Peter Carr	Kawasaki ZX10	Pbike	Pistol Racing
32	24	Mike Wynell-Mayow **	Honda CBR 1000 RR	Pbike	W M Motors Cheltenham Ltd
33	26	Martin Watts	Suzuki GSXR 1000	Pbike	Ducking Quack Racing
41	20	Ben Harrison	Suzuki GSXR 1000 K4	Pbike	JHS Racing / Cheers Stuart
51	23	Paul Messenger	Yamaha R1	Pbike	Cirencester
59	28	Chris Richardson	Ducati 1198	Pbike	Hills Construction
69	22	Mark Compton	Suzuki K5 1000	Pbike	Old But Fast K5
90	18	Jim Walker	Kawasaki ZX10R	Pbike	True Heroes Racing
105	16	Mark Ball	Kawasaki ZX10R	Pbike	Hedge End
116	9	Ade Walbridge	Aprilia RSV4 RF	Pbike	Three Bridges Racing
129	7	Luke Bailey	Kawasaki ZX10R	Pbike	LCAB Engineering Solutions
131	25	Nick Leach *	Suzuki GSXR 750 K6	Pbike	Umberleigh
138	3	Michael Blank	Yamaha R1	Pbike	Foxcote Fire Systems
147	11	Gary Walters	BMW S1000 RR	Pbike	Edwalt Contractors Ltd
148	10	Leigh Corfield	Kawasaki ZX10R	Pbike	Ballard Racing BIS Ltd
167	19	Andrew Gooding	Kawasaki ZX10R	Pbike	Mirage Racing
197	14	Aidan McErlean	Kawasaki ZX10R	Pbike	Weston Super Mare
199	21	Chris Hoskin *	Yamaha R1	Pbike	Outdoor Play / Legacy Construction
211	5	Gary Stevens	BMW S1000 RR	Pbike	Radstock
234	27	Scott Preece *	BMW S1000 RR	Pbike	Kennedy & White
333	13	Ben Thorne	Suzuki GSXR 1000	Pbike	Stroud Glos
903	17	Mark Fincham	BMW S1000	Pbike	True Heroes Racing
31	36	Wayne Pither	Yamaha R1	PI 1300	HJP Racing
39	39	Elwyn Fryer	Kawasaki ZXR 750	PI 1300	Anya Bridal Couture
46	41	Lukasz Gaslawski *	Honda CBR 900	PI 1300	Marc Hale Racing
87	42	James Hall	Suzuki GSXR 750	PI 1300	S & J Racing
88	44	Neil Tamlin *	Honda VTR 1000	PI 1300	Bedminster
92	40	Neil Sutton	Kawasaki ZX9R	PI 1300	Steve Henley
95	43	Patrick Winstone	Yamaha R1	PI 1300	Jenny Rose Racing
111	33	Thomas Payne	Yamaha R1 1998	PI 1300	BAS Assessors / AFB Motorcycles
135	37	John Goulding	Yamaha R1	PI 1300	Wincanton Motorsport
179	34	Paul Harlington	Yamaha R1	PI 1300	TC Evolve / Raceways
361	35	Paul Dyer	Yamaha R1	PI 1300	A F B Motorcycles
554	38	Kevin Clayton	Yamaha R1	PI 1300	Team # 554 / Thank You Everybody

SATURDAY RACE 1

1st..... 2nd..... 3rd..... 4th..... 5th..... 6th.....

SATURDAY RACE 11

1st..... 2nd..... 3rd..... 4th..... 5th..... 6th.....

SUNDAY RACE 1

1st..... 2nd..... 3rd..... 4th..... 5th..... 6th.....

SUNDAY RACE 11

1st..... 2nd..... 3rd..... 4th..... 5th..... 6th.....

Powerbike Sponsor - L & J Fabrication Services & Sapphire Group

Pre Injection Sponsored by Adam Jeffery Flooring



Sapphire Group
Independent Commercial Services Specialists

Fact File

Powerbike: Open to four stroke machines 700cc and above. Slick tyres are permitted
Pre Injection 1300cc: open to non-fuel injected machines manufactured before 2001 from 701cc - 1300cc. Slick tyres are permitted

Lap Record

Powerbike:
Ben Godfrey
BMW S 1000 RR
3rd July 2016
01:10.943 93.87

Pre Injection 1300cc:
Neil Sutton
Kawasaki ZX9R 900
3rd July 2016
01:15.600 88.09

Championship Standings

L&J FABRICATION SERVICES & SAPPHIRE GROUP POWERBIKES

1	Josh Day	175
2	Jamie Harrison	77
3	Peter Carr	74
4	Michael Blank	57
5	Nick Williamson	54
6	Chris Pope	48

ADAM JEFFERY FLOORING PRE INJECTION 1300CC

1	Thomas Payne	130
2	Paul Harlington	115
3	Paul Dyer	82
4	Wayne Pither	71
5	John Goulding	66
6	Mark Ess	45

Adam Jeffery

Flooring Services

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Mobile: 07967 360 272 • Karndean Specialist

EDP Open 500 & MPH Moto Mini Twins 500

Saturday - Sunday Race 2 & 12

* = Saturday Only
** = Sunday Only

No	Grid	Rider	Machine	Class	Town/Sponsor
14	19	Josh Singh	Suzuki SV 650	MT	Team Ginge
18	23	Edward Giles *	Suzuki SV 650	MT	Giles Motors Ltd
20	1	Paul Wardell	Suzuki SV 650	MT	Bee Lighting
23	28	Jeff Knight	Suzuki SV 650	MT	Bedwas
24	24	Mickey Daly	Suzuki SV 650	MT	Bournemouth
27	9	Marcus Boxall	Suzuki SV 650	MT	MPS Racing
28	7	Dominic Veasey	Suzuki SV 650	MT	Veasey Racing
31	26	Christopher Sinanan	Suzuki SV 650	MT	Peasedown St John Bath
35	13	Tim Hawkins	Suzuki SV 650	MT	Hawkins Racing
43	14	Wayne Axon	Kawasaki ER650	MT	TART Racing
44	15	Jamie Hackeborn	Suzuki SV 650	MT	FSR Security / U - Name It
45	12	David Matchett	Kawasaki ER6F	MT	Collette Matchett
46	8	Jeremy Hole	Ducati 750 F1	MT	Jack Hole Racing
49	3	Michael Rees	Suzuki SV 650	MT	Alwyn Rees Body Repairs
64	27	Peter Lacy	Suzuki SV 650	MT	MPH Moto Ltd Newport
67	6	Elfed Weaver	Kawasaki ER6	MT	Cwmavon Port Talbot
70	10	Paul Williams	Suzuki SV 650	MT	Ace Motorcycles Bude
72	17	Matthew Lawson	Ducati 620 SS	MT	Ducati Sporting Club
73	5	Dean Ratcliff	Suzuki SV 650	MT	Road Runner Motorcycles (Stroud)
77	16	Justin Garrett	Suzuki SV 650	MT	John & Nigel Reed
87	4	Sam James	Suzuki SV 650	MT	Auto Valet
93	2	William Holland	Suzuki SFV 650 Gladius	MT	JHS Racing
117	18	Nigel Reed	Suzuki SV 650	MT	John Reed
121	21	Stephen Edwards	Suzuki SV 650	MT	SE Plumbing & Heating
133	22	Peter Gibson *	Suzuki SV 650	MT	P G Aerotechnical Ltd
150	11	Chris Kenchington	Suzuki SV 650	MT	Corfe Castle
213	25	Jack Petrie	Suzuki SV 650	MT	Christchurch Dorset
763	20	Claye Harding	Suzuki SV 650	MT	O A P Racing
3	43	Paul McCullagh	Yamaha TZ 250	500	TecTag
9	37	Bradley Richman	KTM RC 390	500	Wellington Somerset
11	36	Steven Colville	Yamaha 450	500	Llanelli
13	44	Tom Barrett *	Honda RS 250	500	JLC Racing
15	33	Nick Brown	Kawasaki ZXR 400	500	Chippenham Wiltshire
19	41	Mark Leonard	Aprillia RRV 450	500	W G Racing
22	38	Steven Foot	Kawasaki ZXR 400	500	Poole Tyre and MOT Centre
39	34	Elwyn Fryer	Kawasaki ZXR 400	500	Anya Bridal Couture
40	39	Gareth Willis	Yamaha TZ 250	500	Wincy woo
50	40	Connor Swyer	Kawasaki ZXR 400	500	Poole Tyres & MOT Centre
81	42	Tom Airey	KTM RC 390	500	Ron Mullin
99	31	Dave Hampton	Tigcraft Minimoto 450	500	Single Cell Racing
111	32	Greg Maden	Aprilia 450 RRV	500	Allied Mobility
177	35	Raymond Petty	Kawasaki ZXR 400	500	Cadmatic Racing

SATURDAY RACE 2
1st..... 2nd..... 3rd..... 4th..... 5th..... 6th.....

SATURDAY RACE 12
1st..... 2nd..... 3rd..... 4th..... 5th..... 6th.....

SUNDAY RACE 2
1st..... 2nd..... 3rd..... 4th..... 5th..... 6th.....

SUNDAY RACE 12
1st..... 2nd..... 3rd..... 4th..... 5th..... 6th.....

Fact File

Open 500c: Open to all machines up to 500cc (excluding Formula 125). Slick tyres are permitted. Mini Twins: Open to all four stroke, twin cylinder machines up to 650cc including up to 820cc air cooled twins. Max power 72bhp - Refer to Mini Twin RECS

Lap Record

Open 500cc:
Adam Hoare
Honda 250
8th June 2013
01:16.650 86.88

Mini Twins:
Alex Sinclair
Ducati
27th June 2015
01:17.350 86.10

Championship Standings

MPH MOTO MINI TWINS		
1	Paul Wardell	162
2	Jake Dettloff	92
3	William Holland	77
4	Michael Rees	75
5	Sam James	73

EDP OPEN 500		
1	Dave Hampton	144
2	Greg Maden	106
3	Nick Brown	47
4	Karl Horton	43
5	Elwyn Fryer	39

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EDP Photo News - Official Club Photographer
Mini Twins - M P H Moto

EDP
PHOTONEWS

mph
moto

Into the Blue Consulting Open 600cc

For the WMB Pride Trophy

Saturday - Sunday Race 3 & 13

* = Saturday Only
** = Sunday Only

No	Grid	Rider	Machine	Class	Town/Sponsor
2	10	Josh Day	Yamaha R6	Dayo Racing	
4	41	Neil Wilkinson	Yamaha YZF R6	Urban - Access.co.uk	
7	39	T J Toms	Kawasaki ZX6R	SMW Shaun Wynne	
11	35	Leif Williams *	Kawasaki ZX6R	Williams Family Racing	
12	22	Stuart Holloway	Triumph 675 R	Protint UK	
14	6	Jon Wright	Yamaha R6	www.Mechatronic.co.uk	
18	7	Paul Miles	Honda CBR 600 R	Fownhope Hereford	
19	4	Simon Bastable	Yamaha R6	Beckenham Kent	
20	13	Chris Whitehouse	Triumph Daytona 675	Sutton Scotney	
21	1	Max Symonds	Kawasaki ZX6R	3 County Locksmiths	
23	23	Sean Montgomery	Kawasaki 600	Preston Power Steering	
27	19	Jamie Gillon	Yamaha R6	Arctic Cabins	
28	28	John Dudman	M V Augusta F3 675	Dudman Electrical Services	
29	20	Antony White	Yamaha R6	Classic Memorials Keynsham	
30	45	Andrew Windsor	Yamaha R6	Comet Classics	
31	9	James Griffiths	Triumph Daytona 675	JB Motorcycle Services	
34	21	David Cleave	Suzuki GSXR 600	D C Garden Machinery	
47	12	Edward Lambah-Stoate	Yamaha R6	Bath	
48	36	Ian Hellier	Kawasaki ZX6R	P D Q Precision Ltd	
50	2	Sam Thompson	Kawasaki ZX6	2 Wheels Warehouse	
51	24	Paul Beista	Yamaha R6	Connect DAR	
53	44	Robert Knoyle **	Yamaha R6 600	Plymouth	
56	30	Nick Andrews	Suzuki GSXR 600 K2	Happy Birthday Arthur	
60	27	Josh Williams	Honda CBR 600	Paramount Construction	
61	40	Martin Glossop	Kawasaki ZX6R	Kingswood Bristol	
66	33	Aaron Ridewood	Yamaha R6	Louigi Moto / Bruce Edgell / Mum & Dad	
68	29	Darren Wilson	Yamaha R6	W W Carpentry	
71	3	Allister Haynes	Triumph Daytona 675R	www.Team Haynes Racing.com	
72	26	Adam Grosch	Yamaha R6	ADS Racing	
75	18	Russell Hynes	Triumph 675	Melksham Wiltshire	
80	14	Stephen Kimmings	Yamaha R6	S T Engineering	
84	17	James Evans	Yamaha R6	Pro Bike Repairs	
91	25	Shaun Richman	Honda CBR 600	Wellington Somerset	
99	38	Matt Webster	Kawasaki ZX6R	D & M Racing	
100	42	Seb Roberts	Triumph Daytona 675	Battling on	
108	32	Charlie Hall	Kawasaki ZX6R	Racecraft Rider Development	
109	15	Kate Mustill	Honda CBR 600 RR	Wessex Vehicle Services Ltd	
115	11	Kayla Barrington	Triumph Daytona 675	TKB Racing / Rock Oil	
120	5	Daniel Cooper	Honda CBR 600	Ruby Site Services	
122	31	Darren Noakes *	Triumph 675	Elsie 'O	
127	43	Jamie Ashby	Kawasaki ZX6R	Davison Transport	
161	34	Alisdair Rowland Rouse	Triumph 675	B & B Racing	
175	37	Richard Leonard *	Suzuki GSXR 600 K5	Uplands School of Motoring	
191	8	Lloyd Collins	Honda CBR 600 RR	Warren Drives	
888	16	Alex Jones	Yamaha R6	Taylor Wimpey / Eurofresh / TKRC	

SATURDAY RACE 3

1st..... 2nd..... 3rd..... 4th..... 5th..... 6th.....

SATURDAY RACE 13

1st..... 2nd..... 3rd..... 4th..... 5th..... 6th.....

SUNDAY RACE 3

1st..... 2nd..... 3rd..... 4th..... 5th..... 6th.....

SUNDAY RACE 13

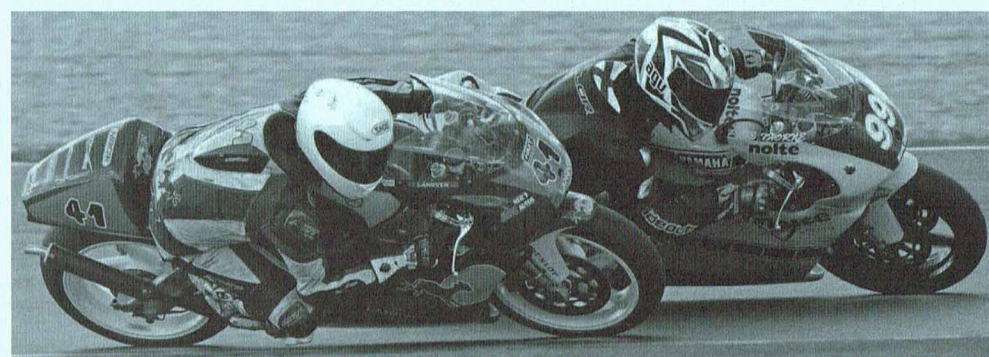
1st..... 2nd..... 3rd..... 4th..... 5th..... 6th.....

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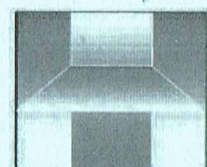
Two Stroke GP

for ALL two stroke race machines



The *Two Stroke GP* series just passes the halfway point of 2017 with round 4 of 6, here at Castle Combe.

GP Championship leader **Gareth Willis'** lead is closed down to 12 points after Cadwell Park where **Mark Taylor** stormed to two race victories and **Alan Naylor** grabbed the final race of the weekend, each time stealing away more points but Gareth knows how to play the long game and which proved ultimately victorious in 2016 to take the GP crown with a championship round to spare !



Hartsmere Logistics Limited

6, Hardwick Business Park, Hardwick Road, Great Gransden, SG19 3BJ.
Telephone: 00 44 (0) 1767 676100 Facsimile: 00 44 (0) 1767 676105
email: accounts.HMLOG@btconnect.com

Supported from inception by the International transport logistics company *Hartsmere Logistics Ltd*, the TSGP series makes it's first appearance at the Wiltshire venue so the vast majority of riders will be on a steep learning curve and whoever can get to grips the quickest will come out on top with points scored in each race *and* for the morning qualifying session though expect both Phil Stead and Rich Grinling to be front runners, both already more familiar with the track.



As part of a very flexible series, this meeting is also the second round of an additional Summer mini series, commencing at Cadwell Park and concluding at Anglesey in August.

Gavin Mills [20] tops the 'Summer' 125 championship but hard on his heels is by **James Hind** on a similar RS Honda and **Dan Barford's** early round consistent scoring saw the **Aspire Restorations** 125 TZ at the top of the table until toppled by **James** at Cadwell in June. **James** having suffered DNF in both of the previous rounds to hamper his progress. but progress nevertheless.

The series caters for every type of

two stroke race machine and provides inclusive championships for 250s and classic bikes from 125 upwards to include multis with **Richard Lambourne** bringing along to round 3 a **Suzuki RG 500 Gamma**, plus there's an all-comers open championship supported by **Pete [the restorer] Thorne's Aspire Restorations** .. so something for every two stroke rider !



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NEXT ROUND: ANGLESEY, AUGUST 12/13, WITH NG

further series information

mstzracing@sky.com

f/b two stroke GP [racing series]

250GP ACU National Championship / N G Cup & 125 GP ACU National Championship and Two Stroke G P

Saturday - Timed Qualifying Session 4 & Race 14

Sunday - Sprint Race 4 & Race 14

For the Turner Racing Trophy

* = Saturday Only

** = Sunday Only

No	Grid	Rider	Machine	Town/Sponsor
1		Phil Atkinson	Yamaha TZ 250	250 Declans Racing
3		Paul McCullagh	Yamaha TZ 250	250 TecTag
4		Ant Hodson	Yamaha TZ 250	250 FCL Racing
7		Bruce Dunn	Yamaha TZ 250	250 SGT HGV Services
11		Phil Guillou	IGR Yamaha	250 Ian Gardner Racing
12		Duncan Fitchett	Juchem Yamaha 250 1982	Cup Andy Savage / Chris Wilson
13		Tom Barrett *	Honda RS 250	Cup JLC Racing
38		Darrell Higgins	Yamaha 250	250 Dennis Trollope Racing
51		Simon Harris **	Yamaha TZ 250	250 G P Motorcycles
55		Daniel Jackson	Yamaha TZ 250	250 Team Sigie
57		Roger Turner	Yamaha TZ 250	Cup Turner Racing
73		Thomas Lawlor	Honda RS 250	250 GTL Life & Pensions / Flynn Management
78		Simon Hunt	Yamaha TZ 250 Pre 92	Cup Last Pork Pie before Classic TT
81		Myles Wasley	Honda NSF 250 R	250 Cannock Site Services
92		Tony Russell	Yamaha TZ 250 1991	Cup Stroud
117		Gary Vines	Yamaha TZ 250	250 Online Lubricants
120		Daniel Cooper	Yamaha TZ 250 5XE	250 Turner Racing
132		John Lewis	Yamaha TZ 250	250 Cheltenham
8		Derek Clark	Honda RS 125	125 Spare Unlimited Hull
27		Christopher Bird	Honda RS 125 GP	125 MCB Racing
88		James Hind	Honda GP 125	125 N L C
97		Blake Chapman	Honda RS 125	125 Chapman Racing
TSGP				
10		Chris Blair	Honda 250	Cup Barry / Eden Engineering
15		Peter Crew	Honda RS 250	250 Sandhurst Berks
18		Peter Basile	Yamaha TZ 250	Cup PGB Motorcycles Limited
20		Gordon Dorset	Yamaha TZ 250	Cup Bishops Stortford
28		Mark Olding	Tigcraft 350	Cup Hartsmere Logistics
33		David Lawrence	Honda RS 125 NF4	125 Hastings East Sussex
37		Rich Grinling	Yamaha TZ 250 'A'	Cup Saxilby Lincs
40		Gareth Willis	Yamaha TZ 250	Cup Wincy woo
41		Alan Naylor	Yamaha TZ 250	250 Langver / Neils Autos
47		Phil Stead	Yamaha TZ 250 A	Cup Northallerton
58		David Lenton	Yamaha FZ 350	Cup Tadley Hants
65		Simon Rowe	Honda RS 125	125 Wincy Woo
67		Michael McKerr	Yamaha TZ 250	Cup Kilrea County Derry
71		Grant McIntosh	Honda RS 250 R	Cup Donkey Box Racing
90		Peter Thorne	Yamaha 250	250 Aspire Restorations
93		David Webb	Honda RS 125	125 Romford Essex
99		Mark Taylor	Yamaha TZ 250 99	250 Aspire Classics / Nolte Ltd
115		Gareth Crew	Yamaha TZ 350	Cup Bracknell Berks
143		Daniel Barford	Yamaha TZ 125	125 Aspire
220		Gavin Mills	Honda GP 125	125 Compact Car Corner

SATURDAY RACE 4

1st..... 2nd..... 3rd..... 4th 5th 6th

SATURDAY RACE 14

1st..... 2nd..... 3rd..... 4th 5th 6th

SUNDAY RACE 4

1st..... 2nd..... 3rd..... 4th 5th 6th

SUNDAY RACE 14

1st..... 2nd..... 3rd..... 4th 5th 6th

Sponsored by the ACU

125 GP Championship sponsored by Bluebell Lakes



Fact File

Open to 125GP machines, the 250GP Championship includes Moto3 machines. The NG Trophy will be awarded to the top Newcomer/Clubman license holder in the Championship or the top pre 1992 250/350GP Machine.

Lap Record

Arnie Shelton
Honda RS 125 GP
3rd July 2016
01:17.858 85.54

250GP
Phillip Atkinson
Yamaha TZ250,
1:12.802 91.48mph
22Jun14

Championship Standings

250 GP ACU

NATIONAL CHAMPIONSHIP

1	Ant Hodson	226
2	Daniel Jackson	120
3	Alan Naylor	116
4	Phil Atkinson	111
5	Simon Hunt	102
6	John Lewis	79

NG 250 CUP

CHAMPIONSHIP

1	Simon Hunt	245
2	Gareth Willis	166
3	John Hogg	56
4	Tom Snow	49
5	Jamie O'Brien	40
6	Ian Austin	38

125 GP ACU

NATIONAL CHAMPIONSHIP

1	James Hind	176
2	Derek Clark	137
3	Blake Chapman	89
4	Bryn Owen	88
5	Dean Hobson	70
6	Gavin Mills	70

A & R Racing Formula 400, Formula Prostocks & Suzuki Bandit Challenge

For the Protint Trophy

* = Saturday Only

** = Sunday Only

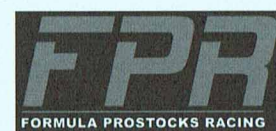
No	Grid	Rider	Machine	Class	Town/Sponsor
9	9	Bradley Richman	KTM RC 390	F400	Wellington Somerset
15	3	Nick Brown	Kawasaki ZXR 400	F400	Chippenham Wiltshire
17	13	Dan Hanby	Yamaha FZR 400	F400	www.hdmasonry.co.uk
20	10	Steven Carruthers	Kawasaki ZXR 400	F400	Kings Sutton Banbury
22	11	Steven Foot	Kawasaki ZXR 400	F400	Poole Tyre and MOT Centre
41	5	Ben Harrison	Kawasaki ZXR 400	F400	JHS Racing / Cheers Stuart
44	1	Tom Harrison	Kawasaki ZXR 400	F400	Averys Motorcycles / Wiz Racing
45	6	David Matchett	Kawasaki ZXR 400	F400	Collette Matchett
50	12	Connor Swyer	Kawasaki ZXR 400	F400	Poole Tyres & MOT Centre
66	4	Aaron Ridewood	Kawasaki ZXR 400	F400	Louigi Moto / Bruce Edgell / Mum & Dad
115	2	Will Bryant *	Kawasaki ZXR 400	F400	WIB Racing
124	15	Mickey Daly	Kawasaki ZXR 400	F400	Bournemouth
127	14	Katrina James	Kawasaki ZXR 400	F400	Bingley West Yorkshire
151	7	David Workman	Kawasaki ZXR 400	F400	Fatspanner Racing
177	8	Raymond Petty	Kawasaki ZXR 400	F400	Cadmatic Racing
1		Keith Chambers	Suzuki Bandit	Ban	Black Widow Exhausts
2		William Harrison	Suzuki Bandit 600	Ban	Lightning Protection Services Annan
4		Jamie Harrison	Suzuki Bandit 600	Ban	L P S Fae The Cove
6		Glynn Nicholls	Bandit 600	Ban	Beccles Suffolk
8		Steven Heath	Bandit 600	Ban	Bank of Mum
9		Anthony Surtees	Suzuki Bandit 600	Ban	Lock Services Leighton Buzzard
14		Mick Pennell	Suzuki Bandit 600	Ban	Acumen Solutions Ltd
21		James McHardy	Suzuki GSF 600	Ban	European Vacuum Drainage
24		Matthew Baker	Suzuki Bandit 600	Ban	C B Construction
30		Brian Warburton	Bandit 600 MK1	Ban	Crazy Helmet Covers / Funny Heeds.co.uk
34		Phil Webber	Suzuki GSXR 750	PC	Wellington Somerset
45		John Ward	Suzuki 600 Bandit	Ban	Papa Wizz Racing
48		Gareth Sutton	Suzuki Bandit 600	Ban	Pencoed
57		Andreas Jelden	Yamaha FZ 750	PC	Craven Arms
60		David Lenton	Yamaha FZ 600	PC	Tadley Hants
63		Stuart McHardy	Suzuki GSF 600	Ban	European Vacuum Drainage
65		Michael Hughes	Suzuki Bandit 600	Ban	John P Hughes
67		Nick Waite	Suzuki Bandit 600	Ban	Nick Waite Racing
70		Lewis Rees	Suzuki Bandit 600	Ban	Pembrokeshire Self Drive
76		Sean Meakin	Suzuki Bandit 600	Ban	Budgen Citroen Shrewsbury
97		Andrew Howe	Suzuki GSXR 750	PC	Finlay Howe Ltd
98		Robert Pragnell	Yamaha FZ 750	PC	Willow Construction
101		Jeff Douthwaite	Suzuki Bandit 600	Ban	Red Skull Racing
717		Matt Orford	MK1 Bandit 600	Ban	Yorkshire Laser

SATURDAY RACE 5

1st..... 2nd..... 3rd..... 4th..... 5th..... 6th.....

SATURDAY RACE 15

1st..... 2nd..... 3rd..... 4th..... 5th..... 6th.....



Sponsored by
EDP Photo News - Official Club Photographer
Mini Twins - M P H Moto

Saturday - Sunday Race 5 & 15

Fact File

Production based 250cc two stroke and 400cc four stroke. As per ACU Handbook rules. Any moulded treaded tyre may be used.

Lap Record

Ben Harrison
Kawasaki ZXR 400
3rd July 2016
01:17.461 85.97

Championship Standings

A & R RACING FORMULA 400

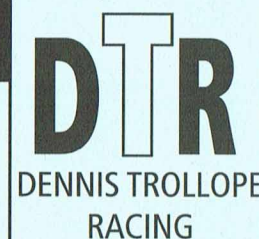
1	Tom Harrison	119
2	Will Bryant	104
3	Nick Brown	75
4	Aaron Ridewood	70
5	Ben Harrison	50

FORMULA PROSTOCKS SUZUKI BANDIT CHALLENGE

1	James McHardy	261
2	John Warwick	226
3	Glynn Nicholls	220
4	Mick Pennell	176
5	Keith Chambers	162
6	Matthew Baker	147

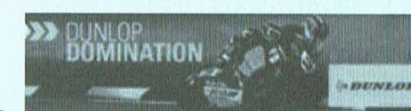
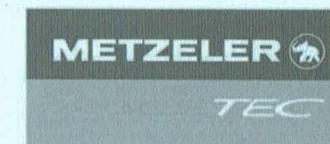
FORMULA PROSTOCKS POST CLASSIC

1	Phil Webber	350
2	Andrew Howe	208
3	Andreas Jelden	180
4	Ben Maxwell	149
5	Robert Pragnell	100
6	David Lenton	62



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- EBC - Bendix - Performance friction & Ferodo Pads
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- Scitsu Temp. Gauges & Rev. Counters
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Trade sites

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- Calne Bike Meet - Saturday 29th July The Largest Free Motorcycle Meet in Europe! Supporting Various Charities
- Santa on a Bike - Saturday 2nd December Join hundreds of riders all dressed as Santa to ride through Bristol raising thousands for Children's Hospice South West - best city centre ride you will ever enjoy

- BMW Motorrad - Dick Lovett - One of the leading dealerships for BMW Motorbikes in the South of England - supporting Santa on a Bike
- LEXTEK, Exhausts, indicators, CNC levers, Luggage and much more Ltd

MAIN PADDOCK

- Triumph GB - latest range
- Triumph historic collection - Mike Hailwood's 1958 Thruxton 500 mile winning bike heads a display of British and TT winning bikes
- Bikesure Insurance - Motorcycle Insurance Specialists, tailoring your insurance to suit your needs.

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- Yamaha latest models on display
- Bristol Ducati the top range
- Fast Bikes Magazine, meet the team buy the latest issue, edited in Wiltshire, read worldwide.

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- See the Ducati Owners, The MV Club and the BSA Gold Star owners displays

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Phoenix Open

Saturday - Timed Qualifying Session 6 & Race 16

Sunday - Race 6 & 16 The King of Combe

* = Saturday Only
** = Sunday Only

For the Fowlers
& Mr Blast Trophy

No	Grid	Rider	Machine	Town/Sponsor
2		Josh Day	Kawasaki ZX10R	Kendrick & Spalding
7		T J Toms	Kawasaki ZX6R	SMW Shaun Wynne
8		Scott Pitchers	Ducati 959	Saul Bros Ltd
11		Chris Pope	Yamaha R1	AFB Motorcycles
15		Gavin Martin	BMW HP4 1000	Ferndown Dorset
21		Max Symonds	Kawasaki ZX6R	3 County Locksmiths
22		Dave Mackay	Ducati 899	True Heroes Racing
23		Sean Montgomery	Kawasaki 600	Preston Power Steering
27		Peter Carr	Kawasaki ZX10	Pistol Racing
29		Antony White	Yamaha R6	Classic Memorials Keynsham
33		Martin Watts	Suzuki GSXR 1000	Ducking Quack Racing
34		David Cleave	Suzuki GSXR 600	D C Garden Machinery
46		Lukasz Gaslawski	Honda CBR 1000	Marc Hale Racing
48		Ian Hellier	Kawasaki ZX6R	P D Q Precision Ltd
50		Sam Thompson	Kawasaki ZX6	2 Wheels Warehouse
56		Nick Andrews *	Suzuki GSXR 600 K2	Happy Birthday Arthur
63		Eddie Whitehurst *	Kawasaki ZX 636	EAW Racing
67		Jonathan Stenning	Ducati 749	Louigi Moto
69		Mark Compton	Suzuki K5 1000	Old But Fast K5
76		Dan Barfoot *	Ducati 899	True Heroes Racing
90		Jim Walker	Kawasaki ZX10R	True Heroes Racing
92		Neil Sutton	Kawasaki ZX9R	Steve Henley
101		Rob Jones	Ducati 748 R	Louigi Moto Racing
105		Mark Ball	Kawasaki ZX10R	Hedge End
108		Charlie Hall **	Kawasaki ZX6R	Racecraft Rider Development
112		Jonathan Railton	Ducati Panigale 959	Boast Plumbing Supplies
115		Kayla Barrington	Triumph Daytona 675	TKB Racing / Rock Oil
120		Daniel Cooper	Honda CBR 600	Ruby Site Services
127		Jamie Ashby	Kawasaki ZX6R	Davison Transport
129		Luke Bailey	Kawasaki ZX10R	LCAB Engineering Solutions
131		Nick Leach	Suzuki GSXR 750 K6	Umberleigh
135		John Goulding	Yamaha R1	Wincanton Motorsport
138		Michael Blank	Yamaha R1	Foxcote Fire Systems
148		Leigh Corfield	Kawasaki ZX10R	Ballard Racing BIS Ltd
151		Mark Hughes	Yamaha R6	MBM Photgenix
157		Chris Wood	Kawasaki ZX10R	Compliance Artistry Ltd
161		Alisdair Rowland Rouse	Triumph 675	B & B Racing
173		Robert Eagling	Suzuki GSXR 1000 K1	Avery Motorcycles
199		Martin Thrower	Ducati 959	PDQ Precision Ltd
211		Gary Stevens	BMW S1000 RR	Radstock
333		Ben Thorne	Suzuki GSXR 1000	Stroud Glos
888		Alex Jones	Yamaha R6	Taylor Wimpey / Eurofresh / TKRC
903		Mark Fincham	BMW S1000	True Heroes Racing

SATURDAY TIMED QUALIFYING 6

1st..... 2nd..... 3rd..... 4th..... 5th..... 6th.....

SATURDAY RACE 16

1st..... 2nd..... 3rd..... 4th..... 5th..... 6th.....

SUNDAY RACE 6

1st..... 2nd..... 3rd..... 4th..... 5th..... 6th.....

SUNDAY RACE 16

1st..... 2nd..... 3rd..... 4th..... 5th..... 6th.....

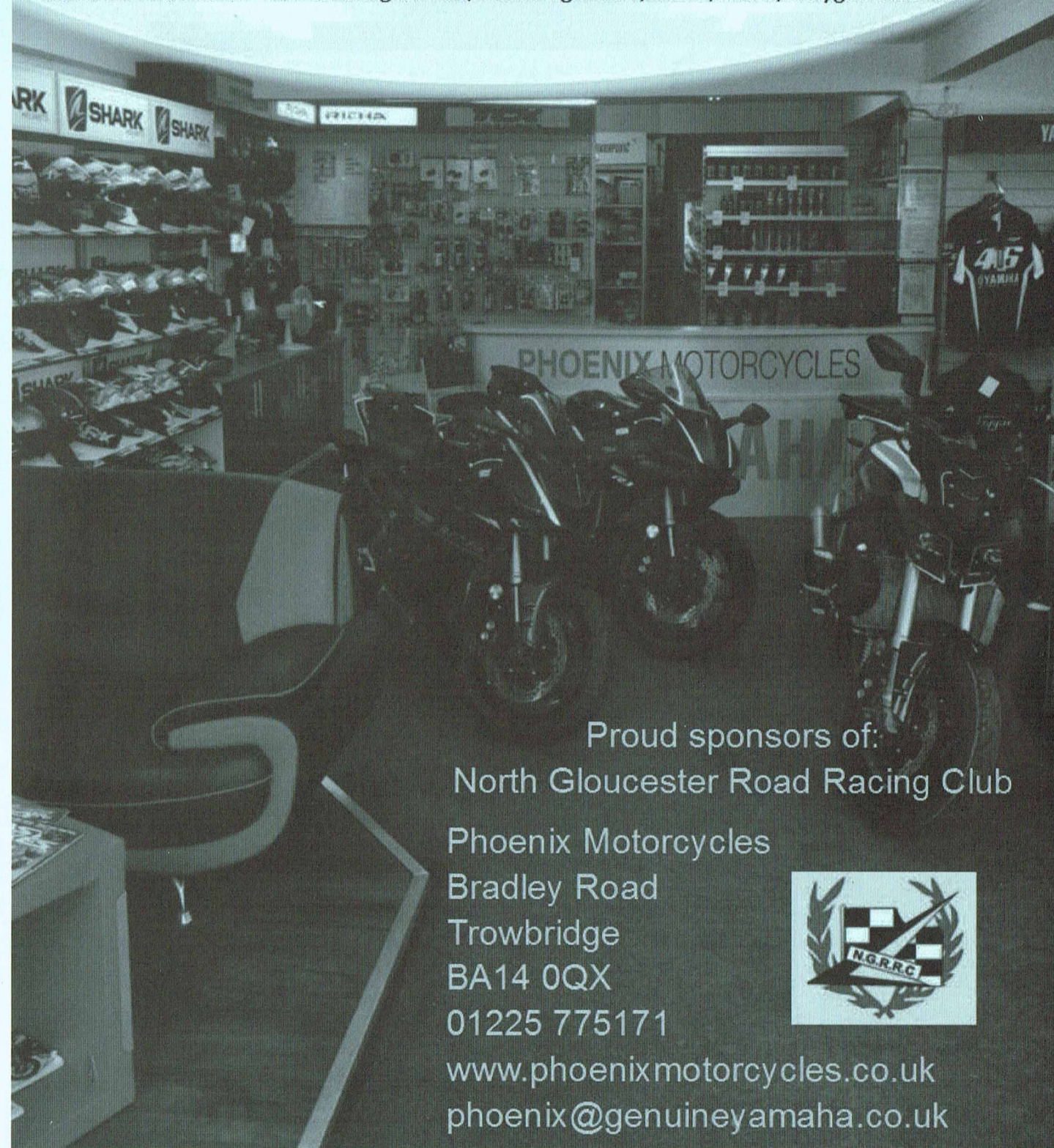
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Fact File

Open to all machines 125cc GP and above (excluding Formula 125 and Juniors). Slick tyres permitted

Lap Record

JOE BURNS
Kawasaki ZX10R
22-Jun-14
01:10.911
93.92

Championship Standings

PHOENIX OPEN
1 Josh Day 250
2 Max Symonds 109
3 Jamie Harrison 98
4 Peter Carr 85
5 David Jackson 60
6 Nick Williamson 60

Championship Points

1st 25 points
2nd 20 points
3rd 16 points
4th 13 points
5th 11 points
6th 10 points
7th 9 points
8th 8 points
9th 7 points
10th 6 points
11th 5 points
12th 4 points
13th 3 points
14th 2 points
15th 1 point

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The Lansdowne Classic Series

For the Ray Petty Trophy

Saturday - Timed Qualifying 7 & Race 17

Sunday - Race 7 & Race 17

* = Saturday Only
** = Sunday Only

No	Grid	Rider	Machine	Class	Town/Sponsor
1		Chris Firmin	Manx Norton 500	Bon	A C R
2		Roger Ashby	AJS 7R 500	Avon	Christine Ashby
5		Ian Lucas	Norton Manx 500	WRR	Jack Gooch
6		Mike Hose	Matchless G50	Bon	Ripley Land
7		Duncan Fitchett	Manx Norton 500	TCM	Andy Savage / Chris Wilson
9		Tim Jackson *	AJS 7R 500	Avon	Norton Lindsey Warwick
9		Tim Jackson **	Gilera Saturno 500	TCM	Norton Lindsey Warwick
11		Tony Raynor	Matchless G50	WRR	Congleton Cheshire
12		Ian Bain	Norton 30m 500	WRR	Widnes Cheshire
15		Peter Crew	Norton Manx 500	Bon	Sandhurst Berks
16		Roger Munsey	Norton Domiracer 500	WRR	Coleorton Coalville
17		Stuart Tonge	Norton Manx 500	WRR	Stuart Tonge Engineering
24		Brian Robson	Manx Norton 499	WRR	Yardley Hastings
25		Glen English	Works Racing Norton	Bon	SCC - Works Racing
27		Derek Bunning	Matchless G50	WRR	Lynx Garage
34		Adam Wilson	Matchless G50	WRR	Folkestone Kent
36		Dr Keith Bush	Manx Norton	WRR	London
37		Clive Ling	Dunnell Manx 500	Bon	Tony Dunnell
41		Sam Rhodes	Velocette MSS 500	TCM	Graham Austen
45		Sebastian Perez	Matchless G50	WRR	Chesterfield
49		Richard Hann	950 Manx	WRR	Yeovil Somerset
50		George Thomas	Manx Norton 500	WRR	Dunnell Manx
52		Robin Stokes	Manx Norton 500	WRR	Cliff Ransley
64		Chris Bassett	Norton Manx 500	WRR	Sprotbrough Doncaster
68		Michael Russell	Norton Manx 500	Bon	Richard Adams
78		Dean Stimpson	Manx Norton 500	Bon	Nick Izzard (Izzard Racing)
79		Keith Clarke	Norton Manx 500	Bon	Izzard Racing
90		Sam Clews	Manx Norton 500	Bon	A C R
96		Geoff Leather	Manx Norton 350	Avon	Sandown Isle of Wight
99		Andy Clews	Manx Norton 500	Bon	A C R
125		Mike Farrall	Norton Manx 500	WRR	Ashton Chester
162		Chris Loosmore	Matchless G50	WRR	Atworth Wiltshire
207		Tony Perkin	Norton Manx 500	WRR	Kidderminster

Fact File

Consists of four championships, who all compete for "The Lansdowne Cup". The series is open to pre-1963 Group 1 and 2 machines to original specification

Lap Record

Mike Edwards
Matchless 500
27th June 2015
01:21.067
82.15

Championship Standings

BONHAMS 500CC BRITISH CHAMPIONSHIP
1 Dean Stimpson 141
2 Chris Firmin 101
3 Michael Russell 97

MUSEUM WRR CHAMPIONSHIP
1 Ian Bain 141
2 Chris Bassett 115
3 Mike Farrall 85

TCM CLUB CLASS CHAMPIONSHIP
1 Sam Rhodes 87
2 Alex Sinclair 20
3 Patrick Walker 12

SATURDAY TIMED QUALIFYING 7

1st..... 2nd..... 3rd..... 4th..... 5th..... 6th.....

SATURDAY RACE 17

1st..... 2nd..... 3rd..... 4th..... 5th..... 6th.....

SATURDAY RACE 7

1st..... 2nd..... 3rd..... 4th..... 5th..... 6th.....

SATURDAY RACE 17

1st..... 2nd..... 3rd..... 4th..... 5th..... 6th.....

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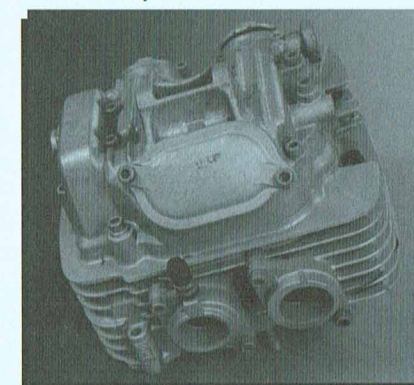


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• No additional rating
• Not additional Underwriting

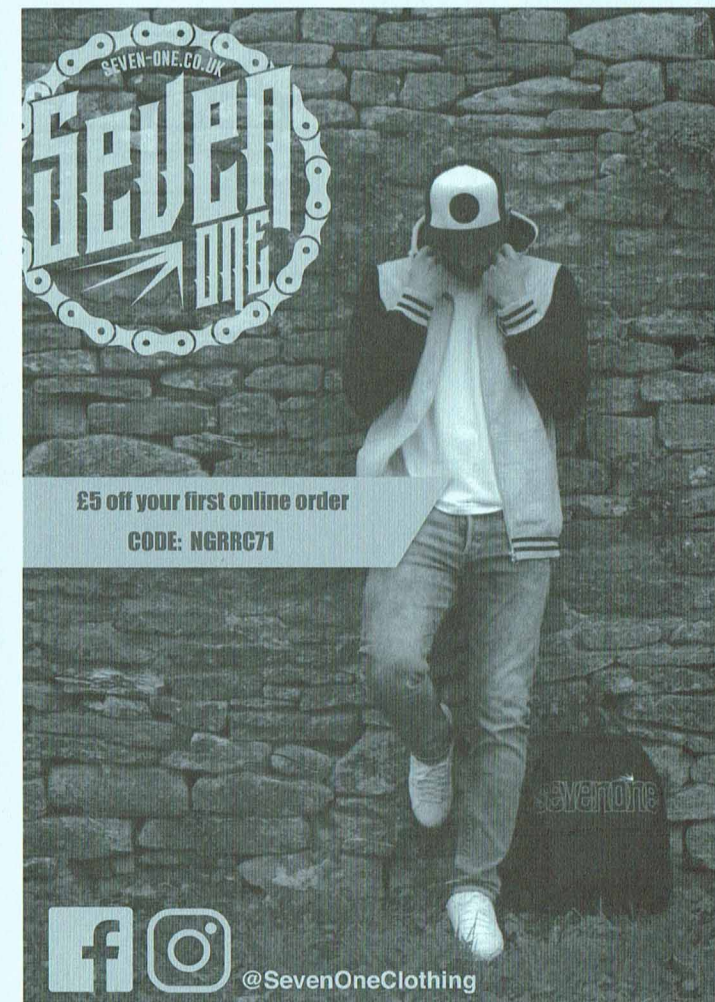
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Adam Jeffery Flooring Pre Injection 700cc & Metzeler / D T R 700cc / 1300cc Streetstocks

For the Dymag Trophy

* = Saturday Only
** = Sunday Only

Saturday - Sunday Race 8 & 18

No	Grid	Rider	Machine	Class	Town/Sponsor
3	17	Phil Webber	Honda CBR 600	PI 700	Wellington Somerset
4	38	Lee Meek	Yamaha R6	PI 700	The Dents Business
7	25	Patrick Evans	Yamaha R6	PI 700	Early Inheritance Racing
9	36	Andrew Sams	Suzuki GSXR 1000	1300	Team BSA Racing
11	5	Leif Williams	Kawasaki ZX6R	700	Williams Family Racing
12	22	James Kruk	Suzuki GSXR 600	700	Paulton Bristol
14	3	Jon Wright	Honda CBR 600 F3	PI 700	www.Mechatronic.co.uk
16	40	Matthew Williams	Yamaha R6	700	Newport Gwent
17	39	John Bundy	Honda CBR 600	PI 700	Trowbridge Wilts
19	2	Simon Bastable	Yamaha R6	700	Beckenham Kent
23	10	Damon Smith	Yamaha R1	1300	PJ Parcels / 26Fit / EDP / AFB / Knox / New Road Mcycles
25	15	Grant Payne	Yamaha R6 5EB	PI 700	Act Systems
39	44	Rob Handcock	Yamaha R6	PI 700	F J Contracting Enviromental
42	11	Rab Lavender	Triumph Daytona 675	700	Ducking Quack Racing
44	29	Daniel Jones	Yamaha R6	PI 700	Emlyn Garage Newcastle Emlyn
47	20	Edward Lambah-Stoate	Yamaha R6	PI 700	Bath
51	35	Jeff White	Yamaha 1000 R1	1300	Hazel
53	30	Thomas Down	Suzuki GSXR 1000	1300	Red Circles
54	21	Andrew Thorne	Yamaha R6	PI 700	Forest of Dean Tyres
56	1	Ciaran Bligh	Yamaha 1000	1300	Rock Wadebridge
61	34	Jonathan Harrison	Honda CBR 600 F3	PI 700	Fabmet Services
63	16	Eddie Whitehurst	Kawasaki ZX 636	700	EAW Racing
65	4	Paul Jeffery	Yamaha R1	1300	Alex Buckingham Racing
68	12	Gary Rodwell	Honda CBR 600 1999	PI 700	Seldon Enamelling
72	33	Adam Grosch	Yamaha R6	700	ADS Racing
75	26	Russell Hynes	Triumph 675	700	Melksham Wiltshire
80	13	Mark Dangerfield	Honda CBR 1000	1300	Space Centre Self Storage
82	8	Justin Collins	Yamaha R6	700	Need Sponsor
83	19	Talan Skeels-Piggins	Honda CBR 600 FV	PI 700	McMillan Williams
91	32	Shaun Richman	Honda CBR 600	PI 700	Wellington Somerset
93	23	Alan Russell	Tigcraft SV 700	PI 700	A & R Racing
112	41	Christopher Evans	Suzuki GSXR 600 K3	700	Bas Assessors
114	24	Shaun Peters	Yamaha R1	1300	Peters Racing
116	18	Ade Walbridge	Aprilia RSV4 RF	1300	Three Bridges Racing
119	28	Mark Birkett	Honda CBR 600 Steelie	PI	Melksham Tyres
127	6	Liam Turberfield	Yamaha R6	PI 700	Trident Industrial Cleaning
147	7	Gary Walters	BMW S1000 RR	1300	Edwalt Contractors Ltd
157	31	Chris Wood	Kawasaki ZX10R	1300	Compliance Artistry Ltd
163	43	Stuart Creedy *	Honda CBR 600 F3	PI 700	Biker-gill-2007
172	9	Tim Bradley	Honda CBR 600	PI 700	A & Z Taylor
175	14	Richard Leonard	Suzuki GSXR 600 K5	700	Uplands School of Motoring
199	42	Chris Hoskin *	Yamaha R1	1300	Outdoor Play / Legacy Construction
226	37	Dean Kennedy	Honda CBR 600	PI 700	Bank of Dad
331	27	John Barnes	Triumph 675 R	700	JB Motorcycle Services

SATURDAY RACE 8

1st..... 2nd..... 3rd..... 4th..... 5th..... 6th.....

SATURDAY RACE 18

1st..... 2nd..... 3rd..... 4th..... 5th..... 6th.....

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Streetstocks Sponsored by Metzeler & Dennis Trollope Racing Spares

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RACING

Fact File

Streetstocks 700cc: Open to production based machines from 401 to 700cc (including up to 750cc twin cylinder four stroke) as per series rules. Metzeler Control Tyres.

Streetstocks 1300cc: Open to production based machines from 701 to 1300cc as per series rules. Metzeler Control Tyres.

Pre Injection 700cc: Open to non-fuel injected machines manufactured before 2001 up to 701cc. Slick tyres are permitted.

Lap Record

Streetstocks 700cc: Murray McConnachie Triumph 675
28th June 2015
01:14.750 89.09

Streetstocks 1300cc: Richard Hughes Honda CBR 1000 RR
3rd July 2016
01:14.760 89.08

Pre Injection 700cc: Chris Hobbs Yamaha R6 28th June 2015
01:17.450 85.99

Championship Standings

METZELER DTR 1300 STREETSTOCKS

1	Ciaran Bligh	170
2	Paul Jeffery	145
3	Gary Walters	90
4	Damon Smith	77
5	Mark Dangerfield	48
6	William Moss	37

METZELER DTR 700 STREETSTOCKS

1	Simon Bastable	150
2	Leif Williams	137
3	Justin Collins	66
4	Rab Lavender	64
5	Richard Leonard	60
6	Eddie Whitehurst	52

ADAM JEFFERY FLOORING PRE INJECTION 700CC

1	Jon Wright	161
2	Liam Turberfield	132
3	Tim Bradley	82
4	Gary Rodwell	71
5	Grant Payne	64
6	Phil Webber	62

Desmo Due & Steve Lynham F125

Saturday - Sunday Race 9 & 19

* = Saturday Only
** = Sunday Only

No	Grid	Rider	Machine	Class	Town/Sponsor
1	2	Andy Blomfield	Ducati Monster 620	A	B B Racing
2	16	Steve Baden	Ducati Monster 620	A	Wing it with Wongy
7	25	Graeme Smith	Ducati 600 SS	B	Macclesfield Cheshire
8	9	Mark Hamilton	Ducati 620 SS	A	Connel Oban
10	19	Simon Cox	Ducati 600 SS	B	Louigi Moto / BDP
12	14	Dan James	Ducati 620 RR	A	Safe Access / Boobie Racing
18	11	Lee Moxham	Ducati 620 SS	A	Saham Toney Norfolk
21	10	Andy Taylor	Ducati 600 SS	A	Real Roads.co.uk
25	12	Giles Hepworth	Ducati 620 SS	A	Team Pootle
26	8	Philip Murden	Ducati 620	A	Spondon Derby
28	26	Sam Lynett	Ducati Monster 620	A	Bristol
33	3	Duncan Baillie	Supersport 620	A	Saddle Tramps
40	5	Andrew Mackintosh	Ducati 600 SS	A	Mackintosh Racing.com
51	6	Peter Pritchard	Ducati 620 SS	A	Bay Studio Signs / LGM Developments
55	13	James Robinson	Ducati 600 SS	B	Bay Studio Signs Littlehampton
57	21	Marcus Deeley	Monster 600	B	Bury St Edmunds
58	17	Kenny Nehls	Ducati 620 Monster	A	Needhams Motorcycles Doncaster
60	4	Jack Younge	Ducati Desmo 600	B	Chase Timber Products / Moto +
61	24	Peter Cooper	Ducati 583 R	B	Marlow
63	22	Oliver Benson	Ducati 583	B	Real Roads.co.uk
68	20	Paul Payne	Ducati 620 S	A	Eclipse Nails by Kirsty
72	1	Matthew Lawson	Ducati 620 SS	A	Ducati Sporting Club
88	7	Kevin Ellis	Ducati Monster 618	A	Airdri Ltd
91	23	Brian Alexander	Ducati Sport 620	A	Sookma Boobie
99	18	Preston Tuby	Ducati 600 SS	B	Shelton Lock
211	15	David Young	Ducati Monster 620	A	Furniture by Design UK
23	33	Brian Daly *	Aprilia RS 125	F125	Christchurch
52	30	Kallam Swyer	Aprilia RS 125	F125	Poole Tyres & MOT Centre
64	29	James Chapman	Aprilia RS 125	F125	Chapman Racing
93	34	William Holland *	Aprilia RS 125	F125	JHS Racing
155	31	Mike Wilson	Aprilia RS 125 SP	F125	CLV Racing / Graham File Tuning
219	32	James Bull	Aprilia RS 125	F125	Bursledon

SATURDAY RACE 9

1st..... 2nd..... 3rd..... 4th..... 5th..... 6th.....

SATURDAY RACE 19

1st..... 2nd..... 3rd..... 4th..... 5th..... 6th.....

SATURDAY RACE 9

1st..... 2nd..... 3rd..... 4th..... 5th..... 6th.....

SATURDAY RACE 19

1st..... 2nd..... 3rd..... 4th..... 5th..... 6th.....

Desmo Due RACING
www.ducatisportingclub.com

DUNLOP

DUCATI Desmo Owners Club

DUCATISPORTINGCLUB
For more information email desmodue@ducatissportingclub.com
Or visit the DSC website at www.ducatisportingclub.com

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100% Suspension Sound of Thunder, MPH Moto Super Twins & N G Supermono Cup with Neatafan

Saturday - Sunday Race 10 & 20

* = Saturday Only
** = Sunday Only

No	Grid	Rider	Machine	Class	Town/Sponsor
9	12	Shaun Hennessy *	Ducati	SoT	Hennessy Building Contractors Ltd
10	3	David Irons	Ducati 1198	SoT	Tom Warner Racing
12	10	Stuart Holloway	Triumph 675 R	SoT	Protint UK
17	22	Will Swift	Honda SP2 2002	SoT	Talan Racing / McMillan Williams
20	6	Chris Whitehouse	Triumph Daytona 675	SoT	Sutton Scotney
22	1	Dave Mackay	Ducati 899	SoT	True Heroes Racing
25	14	Gareth Evans	Daytona 675	SoT	Bath
28	13	John Dudman	M V Augusta F3 675	SoT	Dudman Electrical Services
29	19	Antony White	Triumph 675	SoT	Classic Memorials Keynsham
31	11	James Griffiths	Triumph Daytona 675	SoT	JB Motorcycle Services
42	7	Rab Lavender	Triumph Daytona 675	SoT	Ducking Quack Racing
67	4	Jonathan Stenning	Ducati 749	SoT	Louigi Moto
68	18	Michael Russell	Ducati 996	SoT	Richard Adams
71	2	Allister Haynes	Triumph Daytona 675R	SoT	www.Team Haynes Racing.com
76	16	Dan Barfoot *	Ducati 899	SoT	True Heroes Racing
77	21	Nikos Sandalis	MV Agusta F3 675	SoT	Gorilla Tint
91	8	Adrian Dickenson	Aprilia RSV Mille	SoT	Thatcham
97	20	Andrew Howe	Ducati 959 Panigale	SoT	Finlay Howe Ltd
101	9	Rob Jones	Ducati 748 R	SoT	Louigi Moto Racing
112	5	Jonathan Railton	Ducati Panigale 959	SoT	Boast Plumbing Supplies
117	24	Paul Willis **	KTM RC8 1198	SoT	Willis Development
122	15	Darren Noakes	Triumph 675	SoT	Elsie 'O
134	17	Jay Cairnie	Triumph 675	SoT	Douglas Isle of Man
331	23	John Barnes	Triumph 675	SoT	JB Motorcycle Services
3	27	Philip Atkinson	Tigcraft 690	Smono	Hugh Freeman
11	29	Steven Colville	Yamaha 450	Smono	Llanelli
14	26	Jay Bellers-Smith	Smith Bros KTM 717	Smono	RW Engineering Consultancy
99	25	Dave Hampton	Tigcraft Minimoto 450	Smono	Single Cell Racing
191	30	Perry Goldstein	KTM 610	Smono	HySide Motorcycles
491	28	Paul Annetts	Yamaha YZF 450	Smono	Total Renewable Solutions
18	46	Edward Giles	Kawasaki EX 650	STwin	Giles Motors Ltd
19	44	Mark Leonard	Aprillia RRV 450	STwin	W G Racing
30	34	Darryl Hodder	Suzuki SV 650	STwin	D H Racing
35	40	Tim Hawkins	Suzuki SV 650	STwin	Hawkins Racing
44	41	Jamie Hackeborn	Suzuki SV 650	STwin	FSR Security / U - Name It
49	32	Michael Rees	Suzuki SV 650	STwin	Alwyn Rees Body Repairs
70	38	Paul Williams	Suzuki SV 650	STwin	Ace Motorcycles Bude
74	37	Alan Russell	Ducati SS 800	STwin	A & R Racing
80	43	Mark Dangerfield	Kawasaki ER6	STwin	Space Centre Self Service
87	35	Sam James	Suzuki SV 650	STwin	Auto Valet
88	36	David Carson	Kawasaki ER650	STwin	www.Two Daves Racing.com
93	33	William Holland	Suzuki SFV 650 Gladius	STwin	JHS Racing
111	42	Greg Maden	Aprilia 450 RRV	STwin	Allied Mobility
150	39	Chris Kenchington	Suzuki SV 650	STwin	Corfer Castle
763	45	Claye Harding	Suzuki SV 650	STwin	O A P Racing

SATURDAY RACE 10

1st.....2nd.....3rd.....4th.....5th.....6th.....

SATURDAY RACE 20

1st.....2nd.....3rd.....4th.....5th.....6th.....

SATURDAY RACE 10

1st.....2nd.....3rd.....4th.....5th.....6th.....

SATURDAY RACE 20

1st.....2nd.....3rd.....4th.....5th.....6th.....

Fact File

Sound of Thunder:
Open to all four stroke single, twin and tree cylinder machines. Slick tyres are permitted.

Super Twins: Open to all four stroke, twin cylinder machines up to 650cc including 820cc air cooled twins

NC Supermono Cup: Open to single cylinder 4 stroke machines. No tyre restrictions (in accordance with current ACU Road Race Regulations)

Lap Record

Sound of Thunder:
Sam Thompson
Triumph 675
3rd July 2016
01:12.788 91.49

Super Twins:
Daniel Cooper
Kawasaki
28th June 2015
01:14.750 89.09

Championship Standings

100% SUSPENSION SOUND OF THUNDER

1	Ben Broadway	91
2	Dave Mackay	88
3	Allister Haynes	78
4	David Irons	67
5	Sam Middlemas	61
6	Jonathan Stenning	50

N G SUPERMONO CUP WITH NEATAFAN

1	Dave Hampton	156
2	Jay Bellers-Smith	85
3	Phil Atkinson	70

MPH MOTO SUPER TWINS

1	Michael Rees	96
2	William Holland	95
3	Jake Dettloff	94
4	Darryl Hodder	72
5	Scott Larkin	63
6	Sam James	49

Sponsored by - 100% / K-Tech Suspension
Super Twins - MPH Moto
Supermono - Neatafan

NEATAFAN
VENTILATION PRODUCTS



MIKE AIKENS	112	YAMAHA R1 SUPERSTOCK 2012
TOM AIREY	19	HONDA RC30 1987/88
ANDY ALEXANDER	155	TRIUMPH METISSE 1970
PATRICK ALEXANDER	226	DUCATI 350 1967
ROGER ASHBY	2	AJS 7R 1956
DAVE BALL	8	YAMAHA TZR250 F3 1988
PAUL BEARD	40	BSA 750cc ROCKET THREE 1972
JAY BELLERS-SMITH	114	HONDA RC116 1966
JONATHAN CAPELIN	16	SUZUKI GSXR 750 F1/ SUPERSTOCK 1985
PAUL COOPER	32	YAMAHA RD250 1980
BRIAN COWAN	33	MANX NORTON 30M 1960
TONY CROCKER	11	YAMAHA TZR250 1988
BARRY FIELDING	92	HONDA CB92 1963
MARTIN FROGGATT	68	KAWASAKI KR1S 250 1990
RUPERT GABRIEL	46	YAMAHA YZF R1 2014 TOMMY BRIDEWELL'S BSB BIKE
IAIN GREEN	9	INVICTA ARROW 1960
PETE GRIFFITHS	55	TRIUMPH DAYTONA 500 1972
CHARLIE HALL	108	AIRWAVES YAMAHA R1 2009 ex LEON CAMIER
DAVID HAMMOND	18	AERMACCHI ALA D'ORO 1968
JOHN HARTWRIGHT	84	HONDA CB500 1972
MIKE HAWTHORNE	13	SEELEY SUZUKI T500 2012 REPLICIA
JEREMY HOLE	123	HONDA 350cc K4 1972
WILLIAM HOLLANS	93	SEELEY MATCHLESS G50 1967
NIGEL HOPKINS	74	SUZUKI TR250 1967
BRUCE HOSIE	169	SEELEY G50 1969
BRIAN JACQUES	49	MATCHLESS G12 1961
SIMON KNOWLSON	27	YAMAHA R1 2009 ex NEIL HODGSON BRITISH SUPERBIKE
JASON LAMB	111	HONDA CB350cc K4 1971
BRIAN LANE	4	HONDA RS125 NX4 1997
BENJAMIN LANGTON	17	NORTON TRITON 500 SINGLE
JIM LANGTON	177	HONDA 500 RACER
MICHAEL LEE	77	YAMAHA TZF 1979
RICH LLEWELLIN	10	DUCATI TT2 500 1981

Officials of the Meeting

Events Director & Secretary of the Meeting

Steve Bostock
3 Victory Close, Churchdown
Gloucestershire GL3 1NL
sbostock@ngroadracing.org

Clerk of the Course

Steve Bostock

Deputy Clerk of the Course

Pete Davies

Assistant Clerk of the Course

Nino Pezzini

Chief Medical Officer

Sue Smith

Race Recorder

Audrey Webb

Timing Team

Annabel Matthews,
Lewis Davies, Maureen Webb

Startline

Paul Buckland, Jon Weaver

Commentator

Martin Bennett, Larry Carter,
Russell Gardner

Paddock / Logistics Coordinator

Darren Webb

Assembly Area / Paddock Officials

Sue Boyd, Nigel Rowberry

Novice Liaison

Josh Day - Track Walks

Entries Secretary

Denise Webb
P O Box 382, Carterton OX18 9DF
raceoffice@ngroadracing.org
Tel 07580 094577

Race Office

Hilary Dyer, Denise Webb

Paddock Welfare

Liz Manning

Chief Technical Officers / Sound Inspectors

Rod Griffiths / Bernie Taylor

Classic Bike Parade

RICH LLEWELLIN	8E	DUCATI APPOLLO MOTO E PROTOTYPE - ZERO TT FINISHED 8th
JON LUKE	601	BSA GOLDSTAR 1972
JERRY MARTIN	58	XR69 REPLICA HARRIS SUZUKI F1 1980
DAVID MAY	158	DUCATI TT2 1982
JIMMY MAY	P25	350 PETTY MANX NORTON 1968
FRANK MELLING	20	Ecurie Sportive Norton 1961
BEN MORRIS	8	YAMAHA YZR250
GORDON MORSS	192	YAMAHA TZG 350 1979
RON MULLIN		DUCATI 250 1969
GRAHAM PAECH	1	CADBURY'S BOOST YAMAHA YZF750 1998
BRUCE PERKINS	95	MANX NORTON 350 1959 / TRIUMPH TRITON 650 1955
SHELLEY PIKE	191	DUCATI 250 SINGLE 1970
KEITH POWELL	59	DUCATI 250 1964
STUART RANKIN	30	SUZUKI RG500 1985
PHIL RANSOM	69	DUCATI 350 SEBRING RACER 1963
DARREN RAYBOULD	64	1996 DUCATI 916
JOHN RAYBOULD	14	1983 DUCATI 750cc F1
STUART RAYBOULD	24	YAMAHA TZ350 1979
JOHN REED	41	NORTON DOMIRACER 1956 / YAMAHA TZ350E 1978
EDDIE ROBERTS	121	YAMAHA TZ350 1981
SEB ROBERTS	100	BSA C15 1962
MICHAEL SMEDLEY	3	KREIDLER VAN-VEEN 50cc WATER COOLED 1978
REG SQUIRE	29	Honda RS125 1985
RICHARD STEVENS	60	HONDA RC145 REPLICA 1961
BARRY TICKNER	117	RICKMAN METISSE TRIUMPH BONNEVILLE 650 1968
STUART WARNER	67	HONDA VFR750 1986
GARY WATTS	43	BSA GOLDSTAR 500cc 1959
TONY WHITMAN	52	HONDA RS125 1991
TERENCE WILLIAMSON	130	HONDA CB175 1972
JACK YOUNGE	160	MOTO RUMI JUNIOR PRODUCTION RACER 1963

Technical Officials

Alan Bond, Tim Broomhall,
Dennis Guppy, Brian Hewlett,
Adam Jeffery, Doog McDougall,
Adrian Overson, Steve Scott,
Kev Starkey, John Slaughter,
Chris Turner, Will Pugh

Chief Marshal

Sue Boyd

Sector Marshals

Steve Collins, Neil Edwards,
Paul Hartley, Alan Jackson,
Geoff Langmaid, Garry Mason,
Stephen Moore, Rob Morris,
Robin McCarlie, John Proctor,
Stewart Rogers, Terry Smith

Pit Lane

Kay Langmaid

Recovery Crew

Bryan Webb, Peter Webb,
Jon Beard, Graham Rowberry

Castle Combe Circuit,
Castle Combe,
Chippenham, SN14 7EY
Tel: 01249 782417

Managing Director:
Graham Marshallsay

Motorcycle Co-Ordinator:
Rodney Gooch and
Media Centre: Emma Burns

Held under the Club Restricted
ACU Permit No. ACU 49433,
EMN 10/190

- Course Certificate PCL 014

Held under the international
sporting code of the FIM, and
the national sporting code of
the ACU, and the supplementary
regulations.

Hailwood Parade

The Mike Hailwood Tribute Parade - Sat 8th & Sun 9th July 2017

THE ACTUAL BIKES
OR THE TYPE THAT
MIKE RODE IN HIS
CAREER AND THOSE HE
COMPETED AGAINST
RED NUMBERS

AVON
TYRES

SALUTE TO
MIKE HAILWOOD

HISTORICALLY INTERESTING BIKES BEING
RIDDEN IN HONOUR OF MIKE HAILWOOD

BLACK NUMBERS

1. 125 MV
2. 297 Honda Six
3. Triumph
4. 900 Ducati SS
5. 900 Ducati SS
6. 500cc Honda Four
7. 700cc Yamaha
8. 250cc NSU
9. 250cc Honda Four
10. 500cc Suzuki
11. 750 cc Daytona
12. 250cc MZ
13. 500cc Norton Domi Racer
14. 750cc Triumph
15. 350cc Yamaha
16. 250cc Yamaha RDS05A
17. 250cc Yamaha YX5Z
18. 500cc Kirby G50
19. 175cc MV CCS
20. Seeley G50
21. 500cc Honda RC181
22. 200cc Honda
23. 200cc Honda
24. 200cc Honda
25. 350cc MV
26. 500cc Bill Lacey Norton
27. 350cc Honda Four
28. 500cc Kirby G50
29. 500cc Honda Four
30. 500cc Honda Four
31. 350cc Honda
32. 500cc MV
33. 250cc Benelli Four
34. MV
35. TZ700
36. 500cc Honda Four

David Hailwood
Guy Martin
Ian Martin
Steve Wynne
David Hailwood
Freddie Spencer
Bruce Anstey
David Moore
Stuart Graham
Stan Woods
Steve Veasey
David Tetley
Jonathan Veasey
Dominic Veasey
Eddie Roberts
Lee Heeson
Paul Gwanski
Rex Butcher
Colin Jones
Johan van der Perre
Mike Hawthorne
John Weed
Fred Smart
Christian Gregory
Glen English
Frank Melling
Joe Stephens
Roger Jennings
John Coates
Rob Chapman
Gary Dickinson
John Mould
Karl Buckle
Chris Durrell
Mick Farrell
John Coates

40. JPS Rotary Norton
41. 500cc Honda NS500
42. 250cc Vimto Honda
43. 916cc Old Spice Ducati
44. 500cc Magni
45. 500cc MV
46. 500cc MV
47. Ducati
48. Triumph
49. Triumph
50. Triumph
51. 750cc Honda RC30
52. 1052 Suzuki XR69
53. 996 Ducati
54. TT Bike Milwaukee Yamaha
55. WSB Milwaukee Yamaha
56. 2014 BSB Milwaukee Yamaha
57. BSB Milwaukee Yamaha

Steve Plater
Freddie Spencer
Mike West
Andy Caddick
John Davis
Ray Marchant
Alan Walker
Sean Kynnesley
Alan Dugdale
Alan Smith
TBA
Jonathan Braid
Dan Cooper
Leon Morris
Mike Aikens
Roger Turner
Rupert Gabriel
Andy Caddick

Stanley Woods

To commemorate Mikes last TT win - the 1979 Senior, Stan Woods will be demonstrating his RG 500 Suzuki similar to the model race by Mike

Superstar profiles



Not to be confused with his Irish counterpart who won 29 Grands Prix and ten Isle of Man TT Races prior to the outbreak of World War II, this Stan Woods is of the more modern era, yet one which in its own right is just as distinguished.

Famously part of the works-Suzuki team in the mid-1970s, whereby he was team-mate to the great Barry Sheene amongst others, as well as being part of the successful Honda endurance team, the Cheshire rider perhaps was best known for winning the very first race at the re-opened Donington Park aboard his 500cc RG Suzuki. Prior to that, Stan clinched the 1974 British ACU Solo Championship also Suzuki mounted whilst being a regular in the British team for the annual TransAtlantic match races series back in the 1970s. In addition,

Woods had a brief foray into GP racing, contesting just five events between 1969 and 1975, and amazingly, scoring points in all of them, twice in 250s and three times in 500s.

Woods won the 1972 500cc Production TT which proved to be his only success on the Island although he did finish on the podium in the Production TT races of 1970 (250cc) and 1973 (500cc). Also, he just missed out on the podium in the 1977 TT Formula 1 and the 1980 Senior TT where he was placed fourth on both occasions.

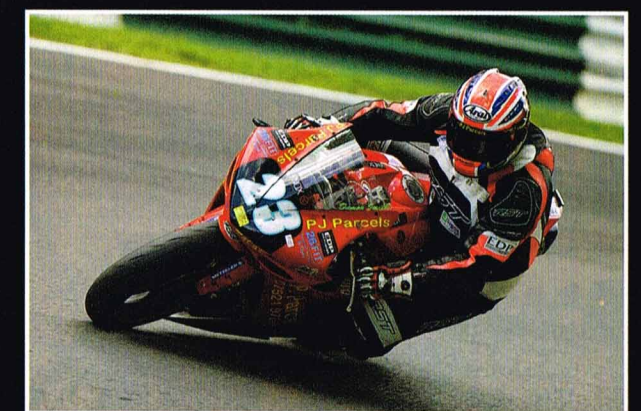
Earlier on this year at Donington Park, Stan was reunited with his original 500cc Suzuki which he took to victory at that famous day on May 15th 1977 which evoked sounds and memories from a bygone era, which will hopefully be recollected again here this weekend at Castle Combe.

NGRRC'S
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HERE COME MIKE'S BIKES Cont...



The following year Mike emphatically confirmed his talent by winning ACU Stars (which were the equivalent of season-long British Championships) in the 125 cc, 250 cc, and 350 cc classes, having added a Manx Norton to his smaller class bikes. Not surprisingly, this earned him the 1958 Pinhard Prize, for the most meritorious achievement in motorcycle sport during the preceding season by a rider under 21. A typical 350cc Manx is here today courtesy of John Barefoot.

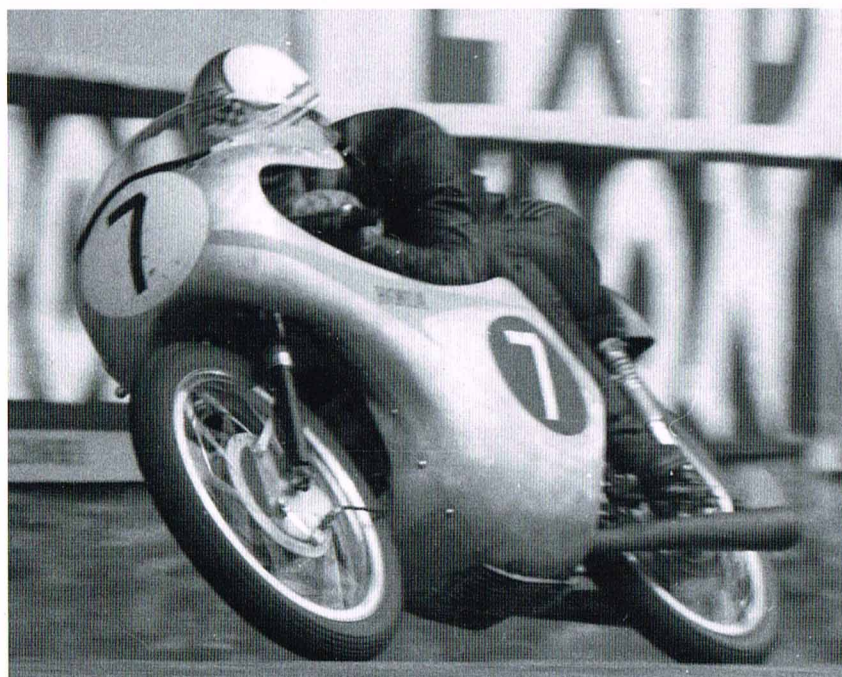
In that season Mike had finished third in the Lightweight 250cc TT on the Isle of Man riding the ex-John Surtees NSU Sportmax that had replaced the MV Agusta CSS. This German single-cylinder four-stroke was the most effective 250cc class machine for the privateer rider in the mid to late 'fifties and there is an example here today, thanks to its owner, David Moore.

Also in 1958, Mike had teamed with Dan Shorey (with whom he had worked as an apprentice at the Triumph factory) to win the Thruxton 500 Miles endurance race on a 650cc Triumph Tiger T10. And the T110 that you will see here today is that actual bike! Now owned by Triumph super-enthusiast, Dick Shepherd, it will be paraded by Henry Cole, the creator and presenter of the popular 'Shed and Buried' TV series on the Travel Channel.

After winning three ACU Stars in 1958, Mike then went one better and closed out the 1950s by winning all four ACU Stars in 1959 - 125cc, 250cc, 350cc and 500cc. It was only his third season in racing and he was already rated as undeniably the best rider in Britain.

Having seen out the 'fifties with successes riding various Italian 125 and 250cc racers such as Paton, Mondial and Ducati, Mike had started the new decade by becoming (in 1961) one of the

Mike and Honda's first TT win.
The 1961 125cc Race



Honda Six

first British riders to sign for Honda, the Japanese factory whose twins and four-cylinder machines were beginning to eclipse the Italian and German opposition in the smaller capacity classes.

Using a Honda 125 twin, a Honda 250 four and a 500cc Manx Norton in June that year, Mike became the only man in the history of the Isle of Man TT during its World Championship years to win three races in one week. Amazingly, it could have been even better. Mike lost the chance of winning all four solo class races when his AJS 7R failed with a broken piston pin whilst holding a comfortable lead!

The tuner of Mike's Manx Nortons at that time was Bill Lacey and journalist Frank Melling has a 1961 Lacey Norton on hand to parade.

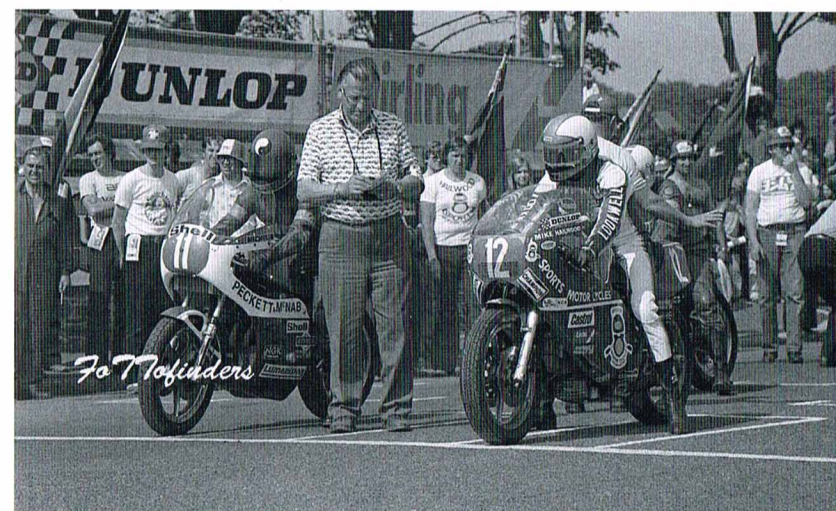
At the end of the 1961 season, if anyone really needed any proof that Mike was one of the best riders in the world, he won the 250cc world championship for Honda. It was his first world title but there were many more to come!

An example of the four-cylinder Honda 250 is here today, courtesy of the National Motor Museum and, fittingly, it will be ridden by 'sixties star Stuart Graham, a Grand Prix winner and a former factory rider for both Honda and Suzuki.

Not only had Mike proved himself to be the best in the world in the 250cc category, but his speed in the bigger classes had also not gone unnoticed. By 1962, he had also acquired a factory ride in the bigger classes when he signed with MV Agusta to take over the riding duties on that factory's previously all-conquering 350 and 500cc fours. These had taken John Surtees to seven world titles (three in the 350cc class and four in the 500cc category) between 1956 and 1960 and Gary Hocking to a 350/500 World Championship double in 1961.

Mike went on to go one better than Surtees in the 500cc class and became the first rider to win four consecutive world titles for MV Agusta in that premier category.

In the absence of any actual Grand Prix MV racers from that period, spectators here today can at least get an idea of how they looked, sounded and performed via the Magni MV Agusta owned by John Davies. Arturo Magni was chief mechanic of the MV team during the Hailwood



The start of the 1978 race



era and, under his own name, converted a limited number of the company's later 1970s Super Sports models from shaft to chain drive. In that form, their engines and chassis were virtually identical in looks and technology to Mike's 500cc title winners.

MV Agusta Grand Prix racers from the 'sixties may not have been available but fans of the Italian marque will still be thrilled here today by the sight and sound of actual factory machines from a later era - the 500cc three-cylinder racer as used by 15-times World Champion, Giacomo Agostini, and the 1973 four-cylinder model as ridden by Ago's great rival, and eight times World Champion, Phil Read.

Ed Fenwick's MV triple will be ridden by top classic bike racer and former Senior Manx GP winner, Glen English, while Ray Marchant will ride the ex-Phil Read 'four' that he owns.

Despite the failure of the AJS 7R in the 1961 Junior race which prevented his 'clean sweep' of all solo Isle of Man TT races that year, this single-cylinder, single overhead camshaft 350cc racer from the Associated Motorcycles Group was still Mike's favoured mount in that class in the early 'sixties and he continued to ride that model and its bigger brother, the near-identical Matchless G50, when the MV Agusta Grand Prix machines were not available for non-GP events.

He favoured the AJS as first choice 350 for his Ecurie Sportive and later rode both 7R and G50 models for the factory-supported Tom Kirby team. Roger Jennings will parade an ex-Kirby Matchless that was ridden back in the day by regular Kirby teamster, and great mate of Mike's, Paddy Driver.

As late as 1969, Mike also rode one of the final G50 variants built by Colin Seeley and there is a Seeley G50 on parade courtesy of Mike Hawthorne. Finally, the nineteen-sixties UK short circuits star and Barcelona 24 Hours race winner, Rex Butcher, will ride the pristine and typical

Matchless G50 owned by Michael Braid.

Michael also owns an example of another machine (also here today) that was ridden by Hailwood on occasions in the early and mid-sixties when his MV Agusta contract was for 350 and 500cc classes only. This was the East German MZ two-stroke that began the two-stroke revolution thanks to the genius of Walter Kaaden - a revolution that forced four-strokes out of Grand Prix racing after MZ rider, Ernst Degner, had defected from communist East Germany to Japan along with what he had learned from Kaaden. David Tetley will be riding the rasping two-stroke here today.

In the face of the ever-growing challenge to MV from Honda in the bigger classes and with Italy's new superstar, Giacomo Agostini, seemingly favoured by Count Agusta, Mike left the Italian team and moved to the one from Japan in 1966.

And it was the Japanese factory that provided him at that time with two of the most iconic machines of his career - the Honda 297cc six-cylinder and the 500cc four.

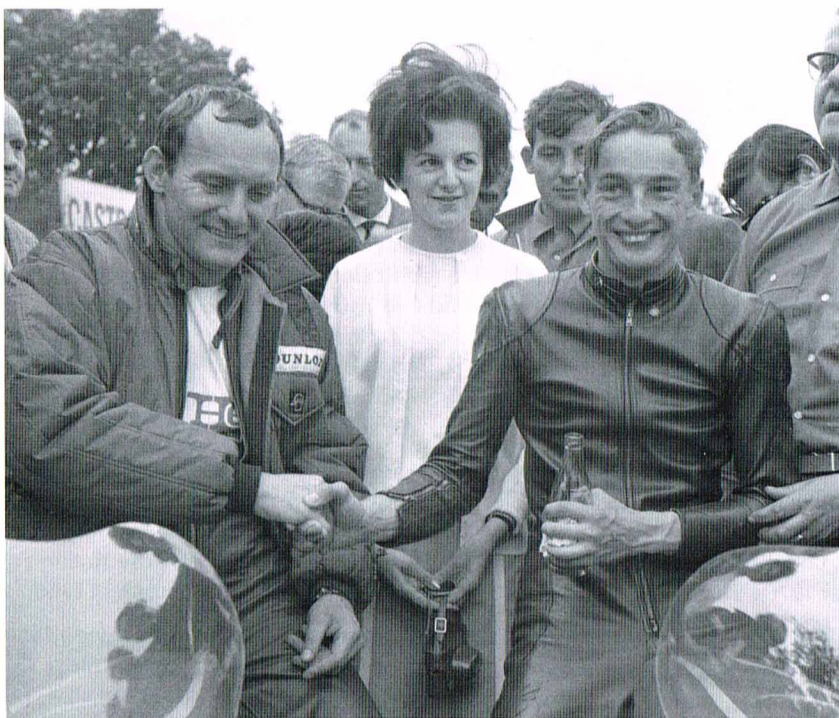
Examples of both are here today and are fittingly ridden by two genuine superstars. Former World Champion and the sensation of the early 1980s, Freddie Spencer, will ride the 500 (owned by Ron Mullins), while TT star and TV personality, Guy Martin, will ride the 'six' courtesy of Honda UK. Freddie, incidentally, will also parade a three-cylinder NS500 from 1982, the model on which he began his Grand Prix career with third place in the Argentina GP.



Bray Hill

Mike Hailwood took four World Championships (2 x 250 and 2 x 350) in 1966 and 1967 on the 250cc and 297cc six-cylinder racers but the 500 was an almost unmanageable beast in its day and he had to give best to Agostini and the MV in the big class. When Honda pulled out of racing in 1967 to further its car racing plans, it paid Mike a very large sum of money to keep him under contract so that he could not ride for its Japanese rivals.

He therefore combined non-Championship motorcycle races, where he obviously still



Mike with Stuart Graham. Stuart will be riding the National Motor Museum 250cc Honda four in The Mike Hailwood Tribute parade

commanded big appearance money, with rejuvenating the car racing career that he had begun, in parallel with bikes, in 1963. He had scored two Formula One podium places in 1964 and he soon picked up where he left off. In a Ford GT40 he finished third with David Hobbs in the 1969 Le Mans 24 Hours Race.

Driving for fellow motorcycling legend, John Surtees, he won the 1972 European Formula Two Championship and came oh-so close to taking a Surtees car to an F1 win. After a six year absence from Formula One he was in contention for a victory coming out of the final corner of the very race in which he made his return, the 1971 Italian Grand Prix at Monza. Only two-tenths of a second separated the four leading drivers at the chequered flag 300 yards later, with Mike losing out in the slipstreaming battle to the line and finishing fourth. Despite missing the podium, it was the most impressive of his 50 races in Formula One.

While focussing on his car racing career, Mike was still tempted by the prospect of a competitive motorcycle ride and the BSA/Triumph group did persuade him back on to two wheels to twice contest the Daytona 200 race in the USA. And the rides were competitive, even though unsuccessful. He had been leading when his BSA 750cc three-cylinder overheated in 1970 and he qualified on the front row of the grid for the 1971 race before going out again with mechanical woes.

Michael Braid has brought along one of the howling BSA triples as well as one of the Triumph versions and they will be paraded today by brothers Steve and Dominic Veasey. The BSA is the actual machine that Mike rode at Daytona in 1970.

The Daytona outings were Mike's last rides in the early 'seventies as he switched to the McLaren F1 team, where he impressed with performances

often on a par with their World Champion, Emerson Fittipaldi. Sadly, a crash at the Nurburgring in 1964 injured him seriously enough to cause his retirement from racing and a move to the peace and quiet of New Zealand.

But the Mike Hailwood story was far from over... and when the next chapters were written, he was back on two wheels, even though by then in his late thirties.

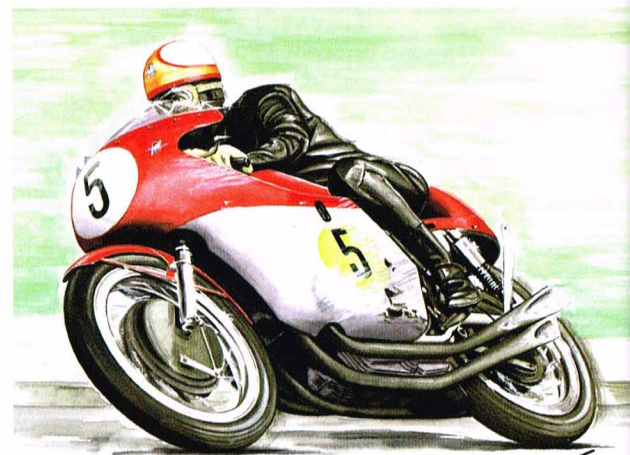


Mike was tempted out of retirement to compete in the 1977 Castrol Six Hours production race in Australia, teamed on a Ducati 750SS with journalist, Jim Scaysbrook, and the pair finished sixth overall and second in class. Mike was also tempted back to the Isle of Man that same year by award-winning Anglo-American film-maker, Peter Starr, who had him lap the Mountain Course carrying an on-board camera, 'miked up' and commentating as he rode at speeds up to 160mph on a Yamaha TZ750!

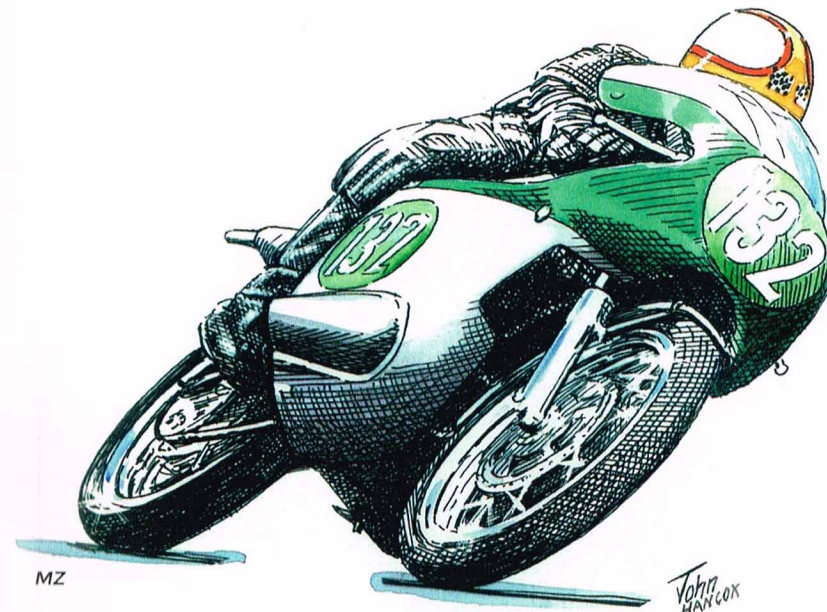
That very bike is here at Castle Combe today, courtesy of its owner, Clive Padgett, and it will be ridden by TT superstar, New Zealander, Bruce Anstey.

Those two 1977 outings convinced Mike that he could still do the business on the Isle of Man and that the Ducati 900SS could well be the bike to do it on. And with the Isle of Man TT having lost its World Championship status, the TT organisers were ready to pay big money to tempt the legend back into IOM action...

Deals were done and, at the age of 38, Mike duly made his TT comeback in 1978 with a Ducati 900SS built on behalf of the factory by Italian race preparation specialists, NCR, and looked after by UK Ducati dealer, Sports Motorcycles.



MV Agusta 1965



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The result was beyond everyone's wildest dreams. After an initial battle with the factory Honda 1000cc F1 of old rival, Phil Read, Mike thundered the big twin to his fourteenth TT win and earned his tenth world title into the bargain (the single F1 TT race being an official 'one race' FIM World Championship at that time).

Steve Wynne of Sports Motorcycles has brought that iconic machine (now owned by Larry Auriana) to Castle Combe today, where it will be most fittingly paraded by David Hailwood.

But even though the winning comeback of 1978 would have made a wonderful climax to the Hailwood legend, Mike wasn't finished. The Yamaha with which he contested the Senior TT that year had been problematical and not competitive with the rival Suzuki square fours.

In 1979, therefore, Mike was back on the Island - with, of course, a Ducati once again and this time with a Suzuki for the Senior TT (an example of which is to be paraded here today by former Suzuki GB team rider, Stan Woods).

Sadly, there was no fairy-tale repeat with the Ducati second time around, although he was again on the leader board in fifth place. But with the Suzuki, Mike won the the Senior TT!

In fact, this was an even more significant win (though not as romantic a story) as the F1 race victory had been a year earlier. The Senior TT has always been the most important race of the TT week and Mike had already won six of them in the nineteen-sixties...in 1961, 1963, 1964, 1965, 1966 and 1967!

Even so, to stand once again on the top step of the Senior TT podium at the age of 39 must surely have been the most satisfying of them all and no better way to close out a racing career that had spanned 22 years of success. Little wonder that Mike Hailwood is a legend...and a legend that we at Castle Combe are proud to pay tribute to today.



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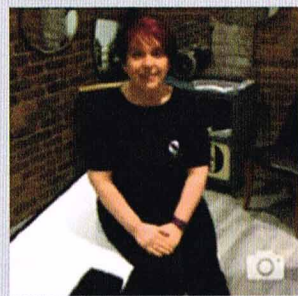
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I trained as a Remedial Sports Therapist, then trained to use Sportstape and finally as a Pilates instructor and have never looked back. I am proud to say I am part of the physio team at the TT and have been for the last 5 years. I also have a n understanding of how racers need to be out on track doing what they love.

So how much does it cost? - I work on donations there is no fixed amount that you have to pay so treatment will not cost you a fortune. All the donations go into my racing kitty - to get me to the next meeting and pay for necessities like Sportstape.

How I can help you? Good lap times are down to many factors, but good bike preparation is fairly high up there. You all know that you would never dream of putting your bike out on track without preparing it well first. The same goes for your body! Being able to comfortably move on the bike or sidecar will reduce your lap times. I can help you achieve this. Why not ask some of the riders that I have helped out over the past seasons.

You will find me in the Race Paddock at all the NG rounds this season except for Cadwell Park - as I will be on TT duty.

I have a Facebook page NG Racing in Safe Hands - I always upload where I am set up at each meeting.

Any of the Race office staff will also be able to point you in my direction. If you have any questions before the meeting, please message me via Facebook. I am a member of NGRRC Motorbike and Sidecar Racing Facebook group under Sue Hunt LSSM.

If you need to book in for any meeting it is easiest to message me via the Facebook page or send me a text on **07767837585**.

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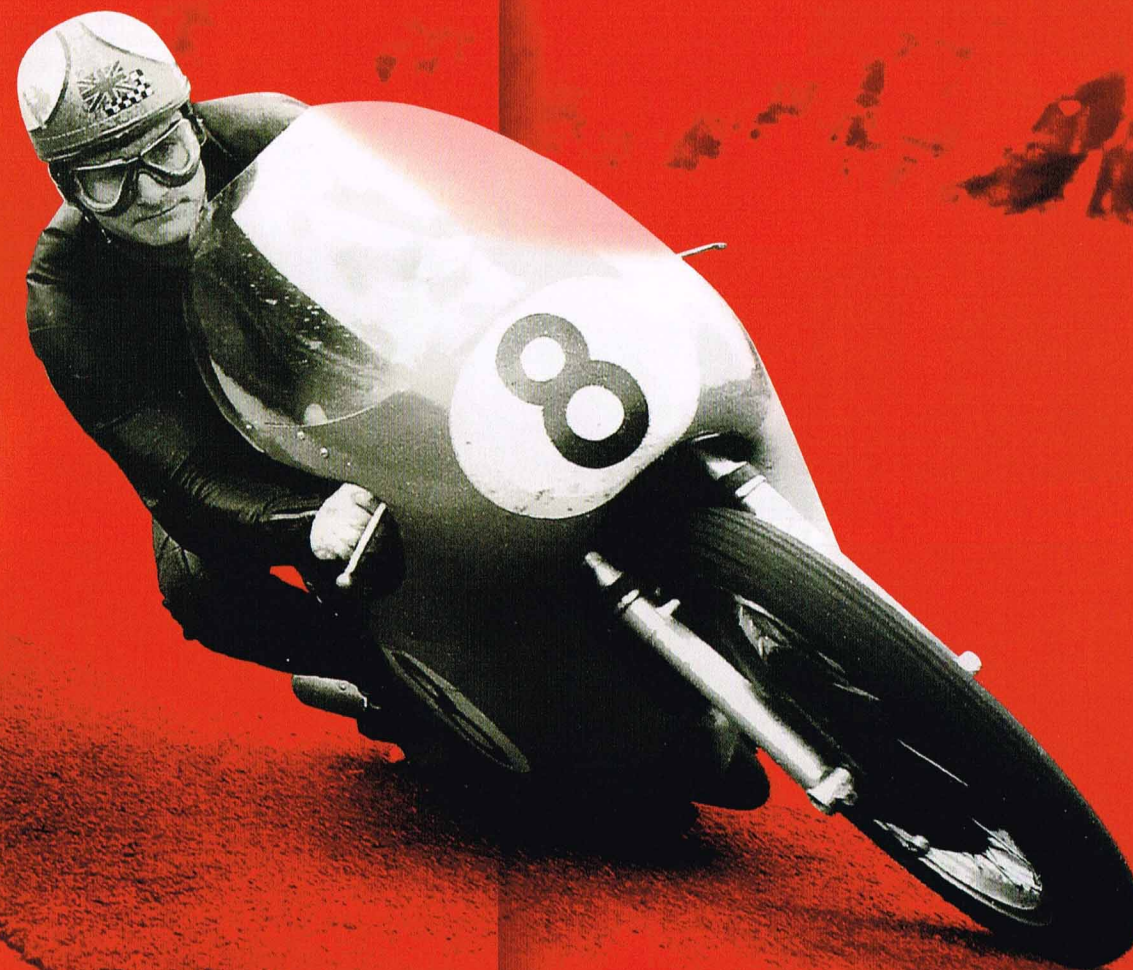
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Mike Hailwood -
during his winning ride on Avon tyres
in the 500cc race at the 1964
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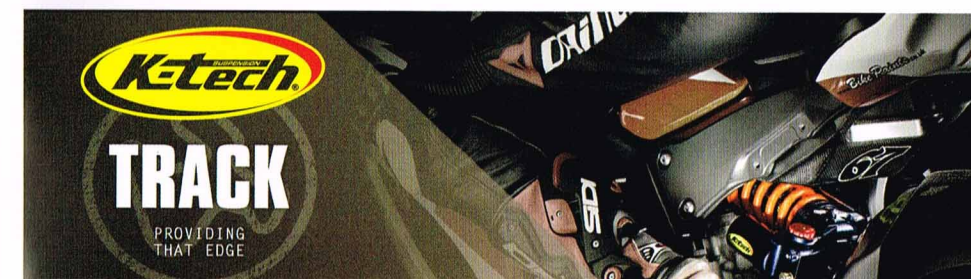
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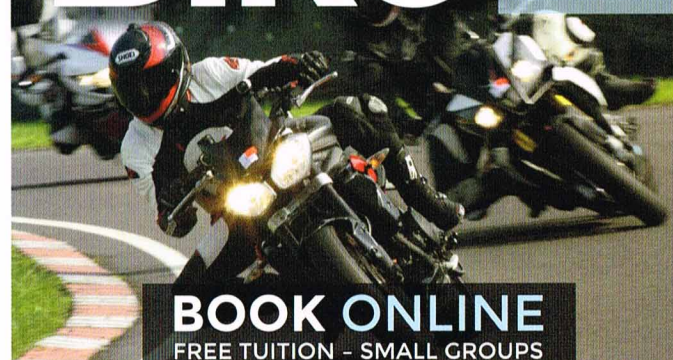
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Protint UK is an automotive, residential and commercial window tinting company that was established in 2002. Over the years I have created a strong relationship not only with private customers but also with large automotive dealers such as Audi Tetbury, Dick Lovett BMW, Foray Ford and the Platinum Group to name just a few. It is the building of these strong relationships and the great reputation that has contributed in the success of the business for the past 15 years that continues to grow from strength to strength.

The commercial flat glass tinting side of the business has flourished in the last 15 years with the unexpected help from Solar Tint in Bristol, they gave me my first leads in this field and has resulted in offers of work in Rolls Royce British Aerospace and has snowballed from there. I am now recommended for jobs over numerous commercial sectors these include MOD, airports, colleges, prisons, libraries, museums & hospitals solving all types of glazing problems such as safety, security and solar control. This has expanded to private homes where conservatories have the obvious over heating problems so we apply windows films to combat against heat and glare issues all year round.

Whereas window tinting is the biggest part of the business in the automotive trade we have been offering a remapping service since 2008, using a dedicated file writer at VES-Sport to create bespoke tuning upgrades that gives improved drivability and fuel consumption and this has gone hand in hand with the window tinting business.

So, why are we here this weekend? In short, I approached Castle Comb several months ago as I was looking at advertising my business at the circuit and after a brief chat we discussed the possibility, as well as racing here this weekend if I co-sponsored the event with other local companies, so I thought there's no better way to promote my business than through the hobby I love.

I started racing with NG in 2004, competing in the Street Stock 1300 on a completely standard GSXR750 K2 and I finished the entire year without a DNF, finishing 4th overall against a packed field. With the odd meeting in 2005 and 2006 I was encouraged to compete by a close friend and fellow racer at the time Joe Symonds, so I came back in 2007 and won the Street Stock 700 class taking wins at almost every round that year. In 2008 and 2009 I started to go abroad racing on a K9 GSXR 750 with wins at Bruno, Magny Cor and Valencia these were some of my proudest moments. I decided to walk away from racing the following year and focus on other things, so bought a VX220 NA then the turbo version, later the Lotus Evora and currently the Exige but it could never feed the feel of 2 wheels but pretty damn close.

This weekend my aim is just to finish. With lots of saddle time over the last year or 2 I found I will never get back to that level again, I put it down to possibly my age and I'm not prepared to take the risks like I use too, more a thinking man's rider these days and not the mad man that many will remember me for.



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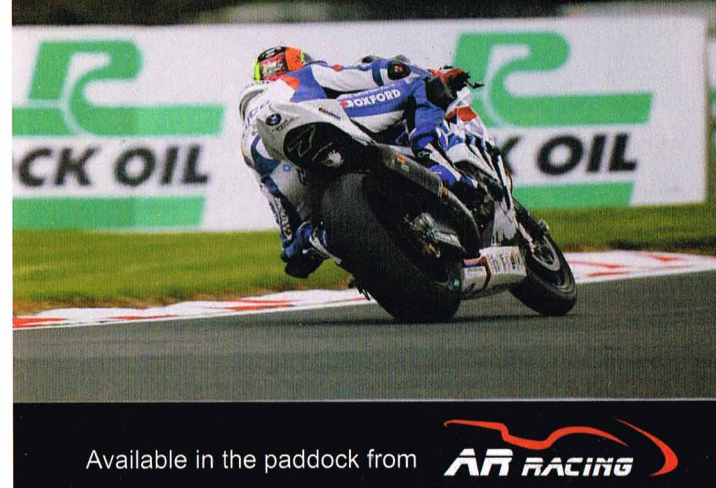


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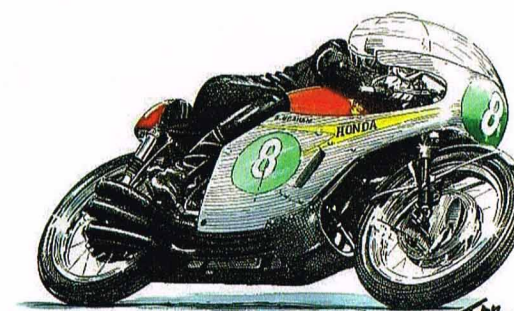
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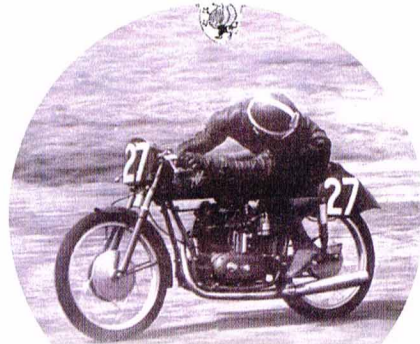
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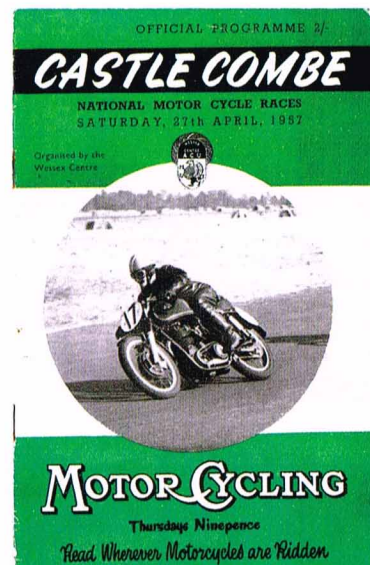
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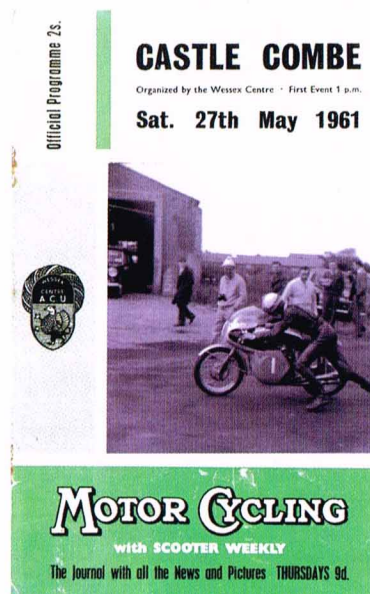
Mike looking back at the opposition

36 - races // 22 - wins // 3 - 2nd // 4 - 3rd // 5 - 4th to 6th place // 2 - retirement/dns

Mike Hailwood at Castle Combe



Mikes first meeting at Castle Combe and his 2nd ever meeting



27th May 1961 - Mike fires up the 250cc Honda four--he shattered the lap record--Stuart Graham will be riding the same bike today

W First appearance 27 April 1957, one week after his motorcycle racing debut at Oulton Park.
"S Rees (MV holding off a determined challenge from 17-year-old SMB Hailwood (MV) retained his position (3rd) to the finish" (The Motor Cycle).

First wins at Combe 26 April 1958, 125 & 250 races, both "comfortable" wins.
Castle Combe m/c racing record (excluding heats):

	Race	MV	Pos	(note: all records are class records)
27 April 1957	125cc	MV	4	
27 April 1957	250cc	MV	6	on 175cc MV
13 July 1957	125cc	MV	3	
13 July 1957	250cc	MV	4	
26 April 1958	125cc	MV	1	
26 April 1958	250cc	NSU	1	
26 April 1958	350cc	Norton	6	
26 April 1958	500cc	Norton	5	
12 July 1958	125cc	Ducati	1	Lap record 70.77 mph
12 July 1958	250cc	NSU	1	
12 July 1958	350cc	Norton	1	
12 July 1958	500cc	Norton	dns	
12 July 1958	250cc	NSU	1	Avon Trophy Handicap race
25 April 1959	125cc	Ducati	1	
25 April 1959	250cc	Mondial	1	
25 April 1959	350cc	Norton	2	
25 April 1959	500cc	Norton	2	
11 July 1959	125cc	Ducati	1	Lap Record 73.75 Race Record 71.06
11 July 1959	250cc	Mondial	1	Lap Record 78.66
11 July 1959	500cc	Norton	1	
11 July 1959	250cc	Mondial	1	Avon Trophy Handicap. Lap Record 81.56
23 April 1960	125cc	Ducati	1	Lap Record 77.04
23 April 1960	250cc	Mondial	1	
23 April 1960	350cc	AJS	1	Lap Record 85.79
23 April 1960	500cc	Norton	3	
16 July 1960	125cc	Ducati	1	
16 July 1960	250cc	Ducati	1	
16 July 1960	350cc	AJS	3	
16 July 1960	500cc	Norton	1	Avon Trophy winner
27 May 1961	250cc	Honda	1	Lap Record 84.05. Race average higher than his
27 May 1961	500cc	Norton	1	previous lap record
15 July 1961	250cc	Mondial	1	
15 July 1961	350	Ducati	ret.	
15 July 1961	500cc	Norton	1	Avon Trophy winner
21 July 1962	350cc	AJS	3	
21 July 1962	500cc	Norton	2	

CARS
15 May 1971 F5000 Surtees TS8-Chevrolet. Dns - broke engine in Friday unofficial practice.

Research Pete Stowe. Programme covers Mike Newbury

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