



## BMCRC CHAMPIONSHIPS Round 14 Brands Hatch GP



Oversubscribed and probably the largest Bemsee Sidecar entry since the Lydden Burn-Ups of the late nineties, produced a colourful and spectacular conclusion to the final rounds of the BMCRC Championships at Brands Hatch.

Visitors' results wouldn't count for points and although the F2 Championship was all but dealt with by Marc and Rik Vannieuwenhuysen, Bob Turner/ Ben Ransley, John Restall/Lee Friend, the F1 series was still in the balance. Championship leaders Ben Holland and Ricky Stevens (no 60) would have to be at their most mindful and stay out of trouble in this crowded grid.

Roger Lovelock and Rick Lawrence powered their LCR Suzuki into an immediate race one lead. Not for the first time this season has this team shown their class with Bemsee. Hard on their case was Andy Peach and Charlie Richardson, Suzuki LCR, but in fourth were the Bemsee championship leaders Holland and Stevens; they stayed calm for a top six result and claimed this year's F1 crown.



Peach and Richardson made the hole-shot in Saturday's second race but a Westfield crash brought about a restart. Again it was a lively start from Peach but Lovelock and Lawrence were on their case. Mid distance and the Reeves brothers were into third and looking to grab a win, which they eventually achieved. For the final championship positions John Holland and Tim Worsfold completed their two races and clinched the second championship F1 spot, while the final series place was decided during Sunday's hectic schedule.

In Sunday's opening race Ben Bygrave and Sam Ryder clinched the third championship place while Len Boarer and Luke Grafton were declared the winners of the Gerald Gadsden Trophy, which was presented by Jeff Matthews.





Garry Budgen (no 1) powered his Honda CBR Steelie to a Thunderbike UK opening victory, and with it this season's title. Budgen came so close last season finishing second, but went one better this time after this race one success. Simon Peyto, Diablo 666 Suzuki SV, almost back to full fitness, made the hole-shot in this opener and was determined to go out on a winning note. Phil Read got the Vyrus RVC onto the tail of this pair early on and a three-way battle began.

Later, Dan Wright (no 19) entered the fray on his Steelie, got ahead of Read and made third spot his goal. By three-quarters distance, top six positions were uniquely contested by the Hutchins brothers, Piers and World Endurance racer James, both campaigning Diablo 666 Suzuki SV 650s, but out front Budgen was well in control and took the win.

For much of race two Budgen and Peyto got it on again, but after Peyto got the drop on his rivals it was Budgen once more who grabbed the lead midway following a textbook move at Paddock. But the two remaining championship positions remained unresolved as Russell Joyner split the front two on his Laverda 750. Peyto, with a 38-point cushion over Read, would try and sort it on day two. Despite a stylish double victory from the Laverda mounted Joyner, it was Peyto who came out on top for the second championship spot.



This season's Rookie 600 series was one of six Bemsee classes racing to the final round without a champion in place, and to add to the unfolding drama the opening race of four carried with it the annual Norman and Margaret Lowes prize fund. Max Hunt, with a 17-point cushion at the helm, went head-to-head with John Cobbold for the title, and as the season has proved it would be for the lion's share of Norman's cash fund as well.

Max Hunt powered his Pro Lab Yamaha R6 to a comfortable opening day one victory and stretched the points' cushion over Cobbold, Seton Tuning Yamaha R6, and the Yamaha mounted Terry Cope. Another good effort from Chris Hamelin earned the Channel Islander fourth and the final prize in Stormin' Norman's kitty.

Cope made the hole-shot in race two, but Hunt was smartly through at Druids to take control once more. But to add to Cobbold's woe Cope was looking very comfortable in second, which created another barrier for the Chelmsford electrician if he was to challenge for the title. As Hunt sped clear for another win Cope secured the runner-up spot, with Cobbold having no answers to him on this occasion. Although it was another great day for Hunt the job of winning the title was to go down to the final day. Two more wins on Sunday for Hunt, and smashing Bob Collins' five-year-old lap record in the bargain, brought this raw talent the title, and a bright future lay ahead as well.

Another oversubscribed Yamaha Past Masters entry assembled for their final round. Mark Hardy's 45-point cushion looked all the more comfortable, especially with only two championship races on offer on Saturday. At the start of play Tyler Bacon was Hardy's only championship challenger, while Keith Roissetter needed to race well to retain the third spot in the standings. Daventry's Michael Smith was certainly on a mission in the opener and immediately split up the championship protagonists on board his Pell YPVS. Initially former champion Tyler Bacon made the hole-shot, but Mark Hardy calmly slotted his TZR into third place; a position which ultimately would give him the number one plate for the rest of the weekend.

To add to YPM theatre Keith Roissetter was at one stage struggling to better seventh, and with Smith attempting to pinch the third championship spot it was worrying times for the Surbiton rider. Smith sped clear for a race two victory from Bacon and champion Hardy. Although Bacon's championship second was safe it was all about Roissetter in this final championship race of the season, but he managed to score well enough and secured the third championship spot.



As he has done all season Steve Palmer gave as good as he got again as he duelled with talented young Scot Adam Lyon in Saturday's opening EDIasia Formula 400 race. But in this one they were quickly joined by the experienced Phil Polden, and a fierce race-long battle for the rostrum unfolded. Even with the title locked away Lyon, the Kilcreggan teenager, nevertheless persuaded his dad to make the 900-mile round trip, and once arrived produced another showpiece display and clinched Saturday's opener. For much of race two it was status quo as the Kawasaki ZXR trio of Lyon, Palmer and Polden got it on once more. But on this occasion the experienced Mike Edwards broke up the Kawasaki party on his Yamaha FZR, showing his hand by mid-distance. Edwards, with 28 years experience behind him and a possible old hand of the Brands GP circuit, stormed into fourth with two laps to go. After snatching third, and in doing so smashing the F400 lap record, the Harrogate rider grabbed second ahead of Palmer but couldn't tame the speedy young Scot.

With a handy points' advantage to his name Chris Rogers would always have the upper hand in the final round of the MZ 250 Championship, and the points' cushion was added to in Saturday's opener; but not the maximum tally. Although never more than a metre or two ahead of teenager



Giles Spencer & Matt Baldwin

Dean Stimpson in race one Rogers, the High Wycombe rider, looked odds on to retain the title he won last year after going for the opener, but losing out to Stimpson in the run to the flag. It was a repeat performance in race two but Stimpson did get in front more often, especially when it mattered at the flag. Todd Brown had a good day's racing picking up two thirds highlighting the Londoner's mid to end of season form, but after all the drama Rogers eventually claimed the crown after winning Sunday's opener.

The battle for the Minitwins final positions continued in champion Peter Molloy's absence. Early season series leader Glynn Davies found Piers Hutchins and Tim Jones energetic opponents in the early stages of Saturday's opener. Russ Joyner fired the Inzane Ducati into the front running pack but Davies remained strong to take the opening victory.

Race two saw Hutchins make the hole-shot, but was then required to defend the line and the lead through Surtees on lap one with some determination. Davies though, hounded the Diablo 666 rider relentlessly and eventually grabbed the lead and the victory. Hutchins was chasing a third championship spot, and a win would have given the Londoner a shout of a top place, but on the day it was Davies who found again his early season form and gave sponsor BCL a great double win. On Sunday there was some great action for top six positions and Milton racer Daniel Fuller was in the thick of it. His progression over the weekend was inspirational and a final race position of third, and demolishing Chris Firmin's four-year-old GP circuit lap record in the process, was a great way to sign off for 2008. And talking about the class's young guns, a mention for teenager Greg Madero who wrapped up the Rookie group a while back and fought back well on Sunday to secure some top results.



It wasn't likely that the final round of the Powerbike Championship would go to day two before a winner could be declared. From a capacity entry Peter Baker was the calmest rider on the grid and from pole position made the hole-shot on board his Morello Suzuki GSX-R. Barry Chapman (no 47) , SDC Suzuki GSX-R, and London rider Mark Lister, Orwell Yamaha R1, provided close company for the Norfolk rider, but he had matters well under control and took the win and the crown.

Mike Goodfellow, out of retirement, got the drop on his rivals in race two and the former Champion of Brands winner looked sharp as Baker tried to reel him in. In the meantime, Lister and Chapman

got it on for third in the race, while in fourth spot Steve Jordan was heading a three-way Suzuki battle with Sam Bishop and Colin Parker, but for Jordan he was chasing third place overall in the championship.

MRO Supersport champ Bishop looked at ease in the class while Powerbike returnee Colin Parker was having one of his better runs of the series. But Jordan, although involved with visitors to the series, was ahead of rival Steve Thomson; but the third championship spot would be sorted on Sunday. Steve Jordan, from the Leatherhead Suzuki dealership, powered his [stevejordanmotorcycles.co.uk](http://stevejordanmotorcycles.co.uk) Suzuki GSX-R 1000 to sufficient results, which netted him the third Powerbike Championship spot.

Words & pictures Terry Howe.  
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