



2008 BMCRC CHAMPIONSHIPS SNETTERTON, 12TH – 13TH APRIL



A good weekend for the Scots

Two wins apiece for Andrew Burbidge and Gyles Fairclough gives a changed complexion to the Thunderbike UK series after the latest round at Snetterton. Although Burbidge ran out the highest scorer on the weekend Fairclough, the Edinburgh geologist, has taken the series by surprise on board his Moto Guzzi Daytona. After completing the BMCRC training day last year the self confessed Guzzi addict vowed to travel south and contest all Thunderbike UK rounds, and true to his word the 34-year-old Scot is now setting the series alight, albeit on a developed model and not the four valve road machine from last season.

After an opening Thunderbike UK encounter, which saw Andrew Burbidge take his first win of the season from Garry Budgen and Simon Peyto, drama unfolded in the collecting area prior to race two when Budgen toured back to the paddock after discovering his leathers' zip had broken. He was out and Gyles Fairclough made use of space on the grid and powered his Geologix Moto Guzzi 992 into an immediate lead.

But the Scot from Galashiels was under the cosh for the most part as Andrew Burbidge, Ducati 748 R, and Simon Peyto, Suzuki SV 650, relentlessly hunted him down. Peyto, piloting a slightly modified SV, briefly got the better of Burbidge but, when the race one winner got the spot back soon after, he defended the position well, yet failed to prevent Fairclough taking his first victory of the season. Phil Read brought the Vyrus Ducati home to its best result so far in fourth while a superb top six battle, headed by Harry Cole on the Respro Ducati 748, grabbed the attention in the closing laps. Sunday's races brought about winning success for Burbidge and Fairclough.

Following a nip and tuck affair from teenagers Max Exton and Adam Lyon in the opening EDIAsia BMCRC Formula 400 race, which eventually went the way of the talented Scot Lyon, the Kilcreggan youngster made sure from the outset and avoided any close attention in race two and powered his Seton tuned Kawasaki ZXR to victory.

But the battle for the podium couldn't be called until the chasing pack exited the Russell bend for



the final time. The race-long battle between Mark Parbury, Yamaha YPVS, Max Exton (no 7), Kawasaki ZXR, Ian Cooper, Kawasaki ZXR, and Mike Edwards, Yamaha FZR, went down to a photo finish with Parbury and Exton taking second and third respectively.

Lyon got the better of Exton to take victory in Sunday's opener but despite a spirited effort from the Scot in a soggy second encounter he couldn't deal with wet weather master Simon Braby. Former Norfolk Line Yamaha Past Masters champion Tyler Bacon

got his weekend off to a flier by taking both of Saturday's races, and moved into second spot in the standings edging out Keith Roissetter in the process. However, Roissetter was never far from the front running action and in fact got the hole-shot away in the opener.

But although championship leader Mark Hardy was using a borrowed engine he was into third quickly and dicing with Peter Branton who unlike the opposition was campaigning an early 350 powervalve. This was an intriguing battle as Branton took on the predominantly 250 TZR opposition. On the final lap Branton closed in on Bacon and made advantageous use of a back marker situation. But in a drag race to the flag it was Bacon the victor by a machines length. Bacon managed to get clear almost at once in race two with Roissetter keeping out Hardy in the early stages. Lap five Branton was into second with Roissetter down the order and Hardy maintaining third spot. But towards close Branton managed to drop all opposition and take the second place from Hardy. Bacon clinched Sunday's opener but Hardy made sure his lead at the head of the standings remained intact by taking the final race in style.

Local rider Peter Baker increased his advantage in the Powerbike Championship standings firstly with a hard earned victory over Mark Lister in Saturday's race one, then a third in a wet second encounter, which closest championship rival Lister struggled with. In the opener Lister powered his Orwell Motorcycles Suzuki GSX-R into a healthy advantage but Baker, riding the K8 Morello Suzuki GSX-R, eventually hauled him in. With two to go the experienced Baker from King's Lynn got the better of Lister in back markers at Russells and sped clear for victory.

Michael Neeves on the Benjy Yamaha maintained third throughout, while a great tussle between Simon Jarvis, Yamaha R1, Stephen Thomson, Suzuki GSX-R, and the like mounted Steve Jordan (no 77) went down to the wire for the top six positions. Neeves got the drop on his rivals in race two with Baker and Oli Henderson, Easigrass Suzuki, in the hunt but unable to make inroads into Neeves' lead. Series contender Lister was buried and unable to make any headway in this declared wet race, while Henderson eventually got the better of Baker to secure second.

Baker-Lister-Neeves were the top three in Sunday's first race while Neeves, seemingly able to master wet roads the best, clinched race two from Thomson and Baker.



Coming into round two just 11 points separated Glynn Davies, Peter Molloy (no 83) and Tony Coombs at the head of the BCL Watches Minitwins Championship, so it was no real surprise to find these three at it once more, and to add spice to this oversubscribed championship there were many more wanting a slice of the front running action. Saturday's opener saw Tony Coombs get the drop on the pack but as they headed into Russells for the first time reigning Clubmans Minitwin champion Peter Molloy swept round the outside of the pack to take the lead and the win. In the meantime Leeds University student Ben Grindrod had taken a liking to the fast open Snetterton circuit and was holding his own in the rostrum positions. Chris Firmin, the 2004 Minitwins champion and former winner of the Mellano Trophy, was back on a SDC Performance Suzuki SV again and appeared menacing as he vied for the top positions, and eventually grabbed third spot ahead of championship leader Davies. But, the BCL Watches sponsored Davies hit back in race two and increased his advantage at the head of the group with a difficult win from Russell Joyner on the Inzane Laverda. Victories for Glynn Davies, firstly from Piers Hutchins, Diablo/HM Racing Suzuki SV, then Peter Molloy was the Sunday scenario, which now gives Davies a commanding lead in the series.



John Cobbold, (no 88) the Essex electrician, emerged as the number one Rookie 600 contender from the opening round last month and nothing had changed much as he powered the Seton Tuning Yamaha R6 to another brace of victories in the opening day of round two of their series. Max Hunt got the hole-shot away in Saturday's opener, but despite Cobbold's known physical limitation it was with flair and style that the 23-year-old threaded Andy Weymouth's 2007 MRO Supersport 600 winning machine into the lead by mid distance and cleared off to victory.

In the meantime a good skirmish erupted between Stefan Capella, Andrew Barrell and Terry Cope but a slight indiscretion at Russells from Barrell on the penultimate lap put the Suffolk rider back into fifth at the flag. Race two saw Cobbold victorious from Capella and Hunt. Max Hunt got the better of Cobbold in the only Rookie race to be staged on day two.



The third round of the BMCRC F1 and F2 Championships brought about some intriguing results as a number of British runners made use of the facility.

Former MRO F1 champions Gordon and Darryl Pottinger got their season off to a winning start on Saturday with local team Smith and Starbuck (no 23) the best F2 crew in eighth. Race two brought success for F2 crew Farrelly and Miller, with the best F1 result going to Holland and Worsfold, who grabbed second in soggy conditions.

Campaigning a F2 outfit Tim Reeves and Patrick Farrance snatched victory from Norwich crew Ben Bygrave and Sam Ryder in Sunday's opener while in race two Smith and Starbuck got the better of F1 crew Len Boarer and Luke Grafton who clinched their best result of the season in second.



Words & pictures Terry Howe
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