

BMCRC

Round 01

Brands Hatch Indy

Motorcycle racing returned to UK circuits at the weekend, with the oldest club in the country - the British Motorcycle Racing Club - enjoying its season-opener at its spiritual home, Brands Hatch.

Reactive Parts MRO Powerbikes and Clubman 1000

There were three winners from three races in the MRO Powerbikes opening round of the season - the series again sponsored by Reactive Parts for 2022 - with all three winning margins less than a second.

Bob Collins, on his FWR.co.uk Suzuki GSX-R1000, set pole in qualifying, and converted it into victory in race one but after 14 laps of the Brands Indy circuit he took the chequered flag just eight hundredths of a second Tom Norton's Kawasaki, who himself was only half a second up on Josh Wainwright's JW MOT Centre-sponsored Honda Fireblade.

Despite the narrow margins, it was a race that built suspense but never truly erupted with action at the very front, with Collins leading every lap of the race, as Norton and Wainwright followed.

Inside the points in 14th place was Seamus McGlynn, taking the Clubman class win aboard his Yamaha R1.

In race two Collins was the early leader, but he was soon passed by Luke Dixon's BMW S1000RR. His lead lasted for three laps before Norton made his way past, followed by Wainwright.

From there it was a two-horse race, but with Norton holding firm at the head of the field. He lead for 10 laps, but with two to go Wainwright grabbed the advantage and took the win by three tenths of a second. Dixon secured third, with Collins taking fourth.

Battling inside the top 10 was McGlynn and Frederico Lopes, the duo fighting for ninth overall and the Clubman spoils. McGlynn came out on top and added another 25 points to his tally.

Norton got over the disappointment of losing out in race two in the best way possible: by taking victory in race three.

Employing a similar tactic to Wainwright a race earlier, he sat behind the leader - Wainwright - until the final third of the race, and with four laps to go he made his move, hitting the front.

He took the win, and on the last lap Wainwright was demoted a further spot, to third, after being passed by Collins for second. Peter Baker and Nicky Wilson completed the top five, with Lopes the Clubman winner in ninth.

DART Motorsport MRO 600/GP2 and Clubman 600

For the first time the DART Motorsport 600 class will welcome GP2 class machines onto the grid, and while numbers were limited at round one, the hope is that class will grow throughout the year and coming seasons to mirror the shift at British championship level.

It was a near-perfect start to the season for reigning champion Dawid Krawiecki, with the Code Blue Ltd Yamaha R6 pilot qualifying on pole and taking three wins and a second from the four races. Jack Sim collected the win in the weekend's other race.

Sim, starting from the front row of the grid after setting the second fastest time in qualifying, hit the front early in race one, chased by Krawiecki. His lead lasted until the halfway point, before the reigning champion hit the front and pulled enough of a gap to take the win.

Sim was second, ahead of Andrew Gill. Three tenths of a second then split fourth to sixth, covering Alex Latham, Keith Povah, and Ross Clarke, who also took the Clubman 600 win.

It was again a Krawiecki win in the second race, this time leading every lap. An early scuffle for second had Gill, Sim, and Cameron Harris on the GP2 machine duking it out, before a tumble for Harris on lap five. The order eventually settled and Sim slotted in to take the runner-up spot.

Latham pipped Gill to third, and Clarke again took the Clubman win in the sixth.

It was three from three for Krawiecki, again leading every lap but he was chased all the way by Latham and Sim. At the chequered flag Krawiecki's win came by a little over a half a second, as Latham snatched second place by less than a tenth of a second.

Doug Edmondson led the rest of the field, taking fourth, and leading a three-rider train aboard his Stan Stevens Triumph 675R. He finished ahead of Aaren Carpenter, who took the Clubman win on his Kawasaki, with Gareth Cunningham sixth.

In the final race Sim bettered Krawiecki to the win, taking victory by a comfortable four seconds. The reigning champion was second, but he had to hold off Lloyd Collins, who chased him across the line, less than a tenth of a second adrift.

Harris recovered from his off to finish sixth on his GP2 machine, less than a tenth of a second ahead of Carpenter, who picked up another Clubman win.

ProperlyProtected.co.uk MRO Minitwins

Three winners from four races marked the return of the ever-popular MRO Minitwin series, with David Twyford, Glynn Davies, and Stephen Perfitt all tasting victory.

Twyford was the first, winning race one after a race-long duel with Davies. The pair swapped positions at the front, but a move on the last lap gave Twyford the edge as they charged to the line, the gap four hundredths of a second.

Third was Perfitt, and in a race of close margins he was half a second up on Mitch Ducran, himself just over half a second up on pole-sitter Kevin Lilley in sixth.

Fortunes were reversed in race two, but Davies pulled away at the front to win by over five seconds. Twyford rode a lonely race to second, nine seconds in front of Perfitt.

Sunday's changeable conditions led to a race of attrition in the third outing, with 11 DNFs, while Davies failed to make the start.

Perfitt won from Lilley and Andy Flux. There were only 12 finishers, with Twyford the final rider to take the chequered flag.

Perfitt took his second win in the final six-lap dash (after a delay to track action to clean up track contamination), winning by two tenths of a second by Ducran, after a battle at the front. Flux was third, less than a tenth of a second ahead of Davies in fourth.

In the Rookie Minitwin races Luke Blackford collected three wins, while Roger Parkes took a solitary win.

ACU Team Green Junior Cup and Senior 300

The four Team Green Junior Cup and 300 races yielded four different winners, including an overall victory for reigning Senior 300 champion Phil Atkinson.

Atkinson qualified on pole, but it was Junior Cup runner Maximus Hardy who won the opening race in dramatic fashion, with four riders covered by half a second. Hardy sped across the line with Atkinson - Senior 300 class winner - in tow, followed by Dylan Mellor and last year's Junior Cup runner-up Lennon Docherty.

In race two Atkinson took his win after a race-long battle at the front with Mellor, after re-taking the lead with two laps to go. Mellor's second place gave him the Junior Cup win.

Docherty and James O'Mara had an early race battle over third place, however, eventually, Docherty pulled a gap and rode to a lonely third place to complete the podium.

After his early race for a podium spot, O'Mara found himself in a separate battle for fourth, with half a second covering him, in fourth, Nathan-Ellis Ward in fifth, and Joe White in sixth.

A red-flagged race three ended with Docherty leading when it mattered. Arguably, he had enough to go on and take the win had the race gone the distance, holding a one and a half second lead when the flags came out.

Atkinson was credited with the runner-up spot and the Senior win, with Ben Platt claiming third spot.

The final race of the weekend threw up a fourth different winner with O'Mara coming out on top in a three-rider dice for victory. Come the chequered flag he took the win by a tenth of a second from Hardy, with third place going to Atkinson, as he made it four Senior class wins for his weekend's efforts.

Steve Jordan Motorcycles and TBR Performance Thunderbike Extreme and Thunderbike Ultra

Mark Wilby was in dominant form in the Thunderbike Extreme and Ultra class races, last year's Ultra champion winning all four races.

He qualified second quickest, but ran out the easy winner in race one. The only rider to lap in under 50 seconds, he took the win by 11 and a half seconds on his Bandido Beer Suzuki GSX-R1000.

Yamaha R1-mounted Doug Edmondson was second, ahead of Chad Hashmi in third, completing an all-Ultra podium.

David May's sixth gave him the Extreme class win in race one, with Andy Scanlon and Michael Hogarth second and third in class.

Wilby beat Daryl Dance to the win in race two, this time his winning margin over seven seconds, while the main action focussed around the battle for third, with three riders in with a chance of claiming the last podium spot.

It was another all-Ultra class podium overall, with Hashmi clinching the final spot on the rostrum from Edmondson and Stacey Killworth. May - this time in seventh - was again the Extreme class winner.

May improved to fourth in a wet race one on Sunday, making it three Extreme wins from three starts, but it was another all-Ultra top-three in front of him. Wilby and Dance again finished one-two, but this time it was a far closer-run affair, just four tenths of a second the split. Killworth finished third.

The final race of the weekend saw a repeat overall podium - Wilby winning from Dance and Killworth - with May making it a clean sweep in the Extreme class, finishing sixth overall.

Steve Jordan Motorcycles Thunderbike Sport

After missing out on the 2021 championship by just five points, Adam Jamison got his 2022 title fight off to a flying start, winning all four races at Brands Hatch.

On his Team AJR Yamaha R6 he won race one in comfortable fashion, after an early skirmish with Shaun Wallis. But by the end of lap four he was back in front and started to pull away, before taking the win by nearly seven seconds.

Wallis' challenge faded and instead he found himself battling Matthew Fedrick for second place, but he would lose out after being passed on the final lap, finishing third.

It was a repeat podium in race two but a far tighter affair at the very front. Fedrick led the bulk of the race, but Jamison remained glued to his rear wheel.

Jamison hit the front with three laps to go and managed to pull a slender but unassailable lead of just over a second to take his second win.

Race three and Wallis went one better, finishing second to Jamison as he completed his hat trick. Fedrick still managed to climb onto the podium in third, but he had to hold off David

Spencer, who ran him all the way to the line, three hundredths of a second deciding the result.

Jamison completed his perfect start to the season, winning race four. But while he disappeared at the front, the podium scrap was one of the closest of the weekend.

Less than a second covered the five-way fight, with Fedrick securing second place, ahead of Oli Chaytor, who took his first rostrum finish of the weekend. Missing out was Wallis, Tony Russo and Spencer.

RKB-F1 and F2 Sidecars

George Holden and Oscar Lawrence were unstoppable on the opening day of action at Brands Hatch in the RKB-F1 and F2 sidecars, taking their F1 class, Kawasaki-powered outfit to two race victories. The pairings of Matt Maclaurin and Adrian Hope and Luke Williams and Sarah Stokoe picked up a win apiece on Sunday.

While Holden and Lawrence ran out winners by over 16 seconds in the first race of the season, four pairings were in mix for the podium spots behind, including the F2 outfits of Wayne Lockey and Ben Binns and Gary Bryan and Phil Hyde. They were in contention along with F1 runners Andy Peach and Ken Edwards and Dave Molyneux and Daryl Gibson.

Sadly for the two F1 machines, they'd both fail to make the finish, leaving Lockey and Binns and Bryan and Hyde to finish second and third respectively overall, first and second in class.

After winning race one by such a convincing margin, Holden and Lawrence were victorious again in race two but by the relatively more narrow margin of three seconds, as Molyneux and Gibson gave chase as best they could on their KTM-propelled machine.

Unfortunately for them they could do nothing to stop Holden and Lawrence doubling up, and settled for second place instead, while behind Bryan and Hyde claimed the F2 win in third overall, though only narrowly from Williams and Stokoe in fourth and Lockey and Binns in fifth.

Sunday's cold and wet race one took place over seven laps, but ended with Maclaurin and Hope taking victory by over 12 seconds. The pair were the only ones to lap the Brands Indy circuit in under a minute, while the next quickest lappers - Williams and Stokoe - set a best time a second and a half slower.

Despite posting the second fastest time aboard their LCR Yamaha machine, they'd finish third, behind Chris Wright and Paul Bailey, making it an all-F1 podium.

Molyneux and Gibson were fourth, narrowly holding off F2 class winners Simon Gilbert and John Restall on their West Ewell Fencing Shelbourne Honda.

On a drying track Williams and Stokoe won the final race of the season-opening round, with Gordon Pottinger and David Dodd taking their first podium finish of the season in second place, aboard their F1 class LCR Yamaha, sponsored by G8 Precision Engineering.

Winners in the F2 category, Gilbert and Restall completed the overall podium in third.

EDIasia Formula 400

The opening round of the EDIasia Formula 400 championship saw Finn Smart-Weeden collect a brace of wins, while former champion Richie Welsh and Jack Kirsch also tasted victory.

A special mention is also required for Carl Johnstone, who put his Sub-64bhp class Yamaha FZR400RR on pole position in qualifying, setting a time over a second quicker than anyone else. The second fastest qualifier was reigning champion James Seath.

And it was Seath who took an early lead in race one, but after crossing the line at the head of the field after lap one, he dropped to fourth on lap two, and was down to fifth a lap later. His race came to an end after lap six, when he dropped out of eighth place.

At the front, Smart-Weeden pulled enough of a gap to take victory from Mikey Hardie and Lewis Jones, with Johnstone seventh, taking the Sub-64bhp class honours.

Race two was brought to an abrupt end when the red flags came out on lap five. With a close battle developing at the front, Welsh was handed the win from Smart-Weeden and Hardie with Matthew Epps the Sub-64bhp victor.

Kirsch took his victory in race three of the weekend, after battling Smart-Weeden and Hardie throughout. Testament to the pressure being applied on one another, all three set their fastest laps in the closing stages, but Kirsch just nicked victory by five hundredths of a second. Sam Digby-Baker took the Sub-64bhp win.

In the final race Smart-Weeden took his second win, while reigning champion Seath put a difficult start to his title defence back on track with a podium finish in second. Haydon Smith impressed in third, the rookie also taking the Sub-64bhp win.

Illuminate Design BMZRC 250

The typically close racing that has defined the MZ class over the years was on display immediately as the season kicked off at Brands Hatch, with every race being decided by less than a second, the closest gap just five hundredths of a second.

There were also three winners from the four races, with Peter Woodall, last year's runner up, taking two. Former champion Chris Rogers and Scott Grant took one win apiece.

Four riders were covered by a second at the chequered flag in race one, as Woodall bettered Rogers, reigning champion Andrew Wales, and Alexander Mann, before Rogers went one better in race two.

He won by a relatively large margin of over half a second, but the three riders behind, fighting over two podium spots, all crossed the line within six hundredths of a second, and the gap between second and third was a mere five thousandths of a second.

The runner up, decided by a tyre's width, was Grant, with Woodall and Mann third and fourth.

Woodall returned the favour in race three, beating Grant to the line by less than a tenth of a second, though this time it was for the win. Wales completed the podium in third.

Grant would eventually get his win, taking the spoils in the final race of the weekend. Though the lead changed throughout the race, he led when it mattered, beating Wales and Woodall to the victory, two tenths of a second covering the trio.

L&W Contractors BMCRC Rookie 600 and Rookie 1000

This year's crop of rookies got their racing careers underway, though due to stoppages their schedule was cut from four to three races.

Sam Cranstone staked his claim as one of the favourites for the Rookie 1000 crown, winning race one in dominant fashion after setting pole in qualifying. He won the 10-lapper by 10 seconds from Lee Healey. Ben Cheeseman was a further eight seconds back, completing the top-three.

Over the same distance in race two his victory was a lot less assured, this he took the chequered flag on his BMW S1000RR half a second ahead of Healey.

The two were the class of the field, with the battle for third - decided by a tenth of a second in favour of Harry Hinchcliffe over Cheeseman - taking the flag 18 seconds after the leaders.

Cranstone's perfect start to the season came to a grinding halt on Sunday, when he crashed out of the third - and final - race of the weekend at half race distance.

The race would eventually be red-flagged, and while Cheeseman was leading at the time, he was handed a 10-second penalty for a yellow flag infringement, demoting him to second.

Healey, in the end, took the win on his F-Tech Fire and Electrical Suzuki GSX-R1000, and with it an early championship lead. Matthew Cham was credited with third.

In the 600s the first race was won on track by Michael Shepphard, but he was handed two 10-second penalties, one for a jump start and one for a yellow flag infringement. Despite the 20 seconds added to his race time, he still finished second.

The win went to Craig Bicknell, with Pete Marsh third.

Shepphard took the win in race two on his RTR Performance Kawasaki, ahead of fellow Kawasaki pilot Marsh, who took the flag just ahead of Paul Nicholas, in third.

Shepphard and Marsh were locked together on track in the fight for victory in race three, with Shepphard taking the 25 points when the race was stopped early. Marsh was second and James Gower third.

Inta Motorcycles Blue Haze GP and Taymar Motorcycles Blue Haze GPF

Bruce Dunn was unstoppable in the Blue Haze GP class at round one, winning all four races on his Yamaha TZ250.

He won race one by a huge 25 seconds, taking the chequered flag at the end of 10 laps ahead of Phil Ellis and Gael Machard.

In contrast, a red-flagged race two handed him the win by just two tenths of a second. When the race was stopped, Yamaha TZ350 rider Phil Atkinson held second, with Paul Toland third on another 250 Yamaha.

Sunday's 12-lap opener again saw him win, as he took the flag ahead of Toland, with Machard a distant third, before Dunn secured his clean sweep with a fourth win, with Machard second and Tom Barrett third.

In the road-based GPF races Michael Stanley and James Seath won a race each on Saturday before Paul Toland - swapping his TZ Yamaha for a TZR - did the double on Sunday.

Stanley's victory came ahead of pole-sitter Toland, with Seath third, before Seath beat Toland to the win in race two with Andrew Burscough third.

Beaten twice on Saturday, Toland's brace of wins on Sunday came ahead of Seath on both occasions, with Mark Stubberfield and Liam McCarter taking a third each.