



BMCRC CHAMPIONSHIPS CHAMPION OF BRANDS AND ASSOCIATED TROPHY RACES



BRANDS HATCH GP



With a little help from his family and friends Mike Goodfellow was prised out of retirement, and the 30-year-old duly repaid them by winning the 2008 Champion of Brands race, and became an elite member of the double winners club in a competition first run in 1965.

'My Suzuki has been up for sale for a while, and still is,' explained Goodfellow. 'All I did was fit a pair of Dunlop slicks to the stock GSX-R, and it worked perfectly for me.'

From a front row grid position Goodfellow made the hole-shot and quickly established an advantage that never looked like being undone. Gareth Jones got his Mist Suzuki GSX-R off the line smartly, and the Aussie immediately engaged with Steve Mercer, Yamaha R1; the pair duelling in the early laps before Mercer got the better of him at Druids on lap three for second.

There was a good scrap for the top six placings as an all-East Anglian affair manifested involving Peter Baker, Morello Roofing Suzuki GSX-R, Matt Bond, Mist Suzuki GSX-R, and Barry Chapman, Yamaha R1. Mid distance and Bemsee Powerbike champion Baker was certainly eyeing up Jones' third spot, while Mercer was on a big charge.

Lap five onwards Goodfellow was noticeably responding to Mercer's attack, and Jones' third spot came under threat from Chapman as well. But as the laps ran out in this shortened race Goodfellow remained calm to take a fine victory from Mercer, while Jones fought hard to defend third; a position which he retained. Peter Baker was fourth, and for his efforts in this race and throughout the weekend, he received the Vince Bennett Trophy, an award presented to the rider with the best overall performance of the meeting.

After an exhilarating dash from the back of the grid Tim and Tristan Reeves powered their Eastern Airways LCR Suzuki to victory in the Ron Watson Trophy race, an award usually raced for at the Lydden Burn-Up. Roger Lovelock and Rick Lawrence stormed into an early lead but with plenty of nearby attention from Andy Peach and Charlie Richardson. Three laps gone and the Reeves brothers got the better of Scottish crew Scott Lawrie and James Connell, LCR Suzuki, for fourth but there was still a bit to do.

The penultimate lap saw the Reeves crew slip into second but in a move for the lead they were forced to abort a run up the inside of Lovelock and Lawrence at Surtees. However,



as the pair entered the Indy circuit for the final time it was the Reeves duo, sporting the number 36 plate in honour of Steve Norbury, who emerged first, and they sped on to a dramatic victory. 'I just love the Brands Hatch GP circuit,' explained Tim Reeves. 'It has to be one of the best circuits in the world. I had to go flat out all the way and only just got the verdict. This is a great occasion,' continued the 34-year-old British F1 champion, 'no pressure and a lot of fun.'

Michael Smith powered the Pell prepared YPVS 350 to victory ahead of Tyler Bacon in the combined Paul Hogan and Danny Whalin Memorial race. In front of the TV cameras a capacity grid departed with Smith heading the pack into Paddock for the first of six laps. But Bacon, the former YPM champion, latched on to Smith for some first lap duelling. Lap two Pat Herron, YPVS, was under Bacon at Paddock for second, while this year's YPM champion Mark Hardy, Roy Parbury and Jack Blake, all TZR 250, were scrapping out the top six positions.



Lap four Herron was missing from the leaderboard while Hardy was struggling with a fuel starvation nuisance. Teenager Blake was certainly getting to grips with the Roissetter loaned TZR Yamaha and managed to get ahead of Hardy. But on lap five, despite hassles he reversed the move on Blake, but the YPM champ couldn't close down Parbury who defended the third spot well. At close Smith, the 25-year-old mechanic from Daventry, clinched the race and the Paul Hogan Trophy, while Bacon in second received the Danny Whalin award.

Despite just missing out on this season's MZ 250 Championship title Dean Stimpson hit back by snatching the King of the Zeds crown in a two legged affair on Sunday. Teenager Stimpson has time and again proved what a talent he has become, and in the crucial opening leg he mastered this year's champ Chris Rogers, once again getting better drive out of Clearways, the crucial factor for the win. In the event of a tie over the two legs the first race victor would become King. Low and behold another Stimpson/Rogers conflict unfolded but this time double MZ 250 champion Rogers got the better of the young lab technician from March for the win. But on this occasion, Stimpson knew that second spot would give him the coveted Zeds title.



After taking a race position of fourth Pat Sheridan clinched the Pirelli/Metzeler MRO Stocksport 600 Championship during the final round on Sunday afternoon. Although he had led the series for much of the season Essex builder Sheridan still had a bit to do coming into this final round. RAF technician Tom Gazzard made the hole-shot and was required to defend the spot with some urgency as Sheridan, Yamaha R6, and Grant Whitaker, HWW/Ferris Yamaha R6, hounded him. Sheridan briefly snatched the advantage on lap three but Gazzard quickly hit back, while at the same time Danny Fowler powered his Yamaha R6 into fourth. A good battle for top six positions was raging by mid distance with former MRO Supersport runner Anthony Johnson, Yamaha R6, and BMCRC MiniTwins ace Ben Grindrod getting it on. With two to go Whitaker, the Halifax teenager, slotted his Yamaha into second, getting the better of Sheridan at Paddock. Fowler was now in third but at the flag Whitaker just missed out on his first win with Gazzard getting the verdict in a photo finish.

Words & pictures Terry Howe.
September 2008