



THE BRIGHTON SPEED TRIALS 2017

I have to say it only seems like yesterday that I sat down to write the Speed Trials Newsletter, well that was really 12 months ago and here I am once again putting my fingers to the keyboard for this year's post event update. Again the weather gods favoured our little event with sunshine and blue skies, how lucky were we and how lucky have we been over the past few years?

For 26 years now Frosts Cars Limited have been the main sponsors of the Frosts Brighton National Speed Trials and without their on-going commitment the Speed Trials would not be the event that it is today, so I wish to take this opportunity on behalf of the VMCC Sprints Section to thank Frosts for all their support and help, as well as the Brighton and Hove Motor Club for all their hard work that they put into organising and running this highly prestigious event.

Now for something that is virtually unheard of for motorcycle sport at this level, sponsorship, and in this instance prize money! Due to the kind generosity of a Kent business, CTA Fire of Sittingbourne, we have been able to offer prize money to the first 3 places in each class. For those lucky individuals, your cheque is included with this newsletter and results. At present this is just a one off, but you never know if CTA Fire are willing we may see some of sponsorship again next year.

With regard to the results, I have included the results for the motorcycles only, with this newsletter. If you wish to see the full set of results for both the cars and motorcycles, which runs to some 29 pages, then please visit Timing Solutions Ltd web site where you will be able to download the complete results booklet.

<http://www.tsl-timing.com/event/173581>

At the risk of repeating myself, regarding a statement I made in last year's Newsletter, if you look at results for the cars and the motorcycles you will see that this year the top 12 places overall went to the motorcycles, with the cars joining in at joint 12th with their top time of 10.86 seconds. Again we had no less than five riders breaking in to the 9 second bracket! A feat the cars have not managed since 2014. All I can say is thank you folks and keep up the good work. But please be careful they won't let you get away with for much longer, they are going to chase you down.

Well sometimes it is nice to be pleased right. Last year Andy Forward was running his little 1964 500cc Triumph Morado Sprinter in class three, he managed to place 4th overall in class with his two runs of 14.12 and 14.13 respectively with a personal best terminal speed of some 101.6mph. All be it that Andy is not a trophy hunter (yeah right) I said in last year's newsletter "Me thinks Andy may move to class one next year". Well move he did and it was the right thing to do, as over the past two years has achieved two of his goals for the little Morado sprinter, a terminal speed of over 100mph and now the John Rich Memorial Trophy for his two perfect runs in class one this year. Andy could not have got it any closer if he tried, two brilliant runs both with a time of 14.12 seconds, that time sounds familiar. I do think he has taken this bike to its absolute limit, now maybe it's time for nitro, a blower or more cc's Mr. Forward or is it combination of all 3? Time to bring out the Moradaos (PurpleTwo). Second in class was Mark Illman, he was chasing Andy down on the Leigh Rudge Special, Mark managed two very close runs, one at 17.44 and the other a 17.43, close but not close enough, maybe next year Mark. Max Aldous took third place on the 200cc SX Lambretta, his first run out was a 16.36 with his second run at 16.47. This consistency thing seems to be getting a bit of habit.

In Class Two, Neil Curtis took the honours for the 4th year on the bounce with the ex-Keith Laker RD 350cc LC Yamaha, which I might add Keith took the honours on back in 2012, so well done Neil and well done Keith for passing on a good reliable machine. Neil's best time this year was a 11.94, Neil managed to do a 11.57 run back in 2015. As you can see just a tad off the pace this year, maybe with a little bit of work over the winter on the RD and we could see Neil take the RD under 11.50 seconds here at Brighton.

Again Martin 'Minty' Newton took the top honours in Class Three with his stock Honda CBR 400 with a very respectable time of 12.49 seconds and a terminal speed of 106mph, however I don't think he will be having it all his own way next year as there is a father and son team chasing him down somewhat. This year we saw father and son team Des and Josh Lindsey biting at the heels of Minty. Des has been running a solo for a few years now but used to run a chair here at Brighton, this year he may have made a small mistake as he has let his son ride one of his other machines from the Lindsey stable, something he may come to regret in the future. Des managed to take second in class with a run of 12.71 seconds but as I said Josh was flying with a best time of 13.41 seconds which brought him home in third place for Class Three. For a first time ride at Brighton that is some achievement, one proud dad I'm sure, but also one worried dad too!

In Class Four, solos up to 1000cc, we saw our first competitive 9 second run of the day. Stuart Donald on his 2001 1000cc GSXR Turbo Suzuki, Stuart really threw the gauntlet down with an absolutely storming run, 9.65 seconds with a terminal speed of 169mph! The run was impressive, a clean start, a small lift of the front wheel and good traction for most of the run, and unlike many of the other riders he kept the bike straight and took the quickest way down the quarter mile, unlike a lot of the riders who seemed to want to take out the timing display just in front of the commentators hut on the left of the track. Come on folks adding a bend to a quarter mile costs you up to 1/2 second on your run. Try as he might, Stuart could not

better that time over the course of the day, but hey it was good enough to take the class win and also good enough to take him into the top 6 run off at the end of the day. What more could Stuart ask for? FTD? That's for another year possibly.

As I stated last year Dave Woodard has been chipping away year on year trying to better his 2008 time of 10.72 seconds with a terminal speed of 133mph. Well way to go Dave, this year Dave managed to put in a tyre blistering run on the Suzuki Superside. Dave's second competitive run of the day saw a time flash on the timing display of 10.32 seconds with a terminal speed of 148mph. I think it is fair to say that stomps all over his run back in 2008, well done Dave a well-deserved win and you get your name on the Sussex Trophy yet again. Dave if you haven't worked it out yet you were just point 0.19 of second off for a run in the top six, now that would have really been one for the books, are you really sure you want to retire the three wheels next year?

It's only fair to mention first time entrant Catherine Quinn, Catherine had a lot of work to do running up against Dave, I think she knew what the outcome was going to be, but sometimes it's not about the trophies, it's about the fun, and fun was the order of the day for Catherine and the little Morgan Super Areo Matchless. Catherine's best time was 17.82 seconds with a terminal speed of 71mph, perfectly respectable for the Morgan, which just to put things in perspective dates back to 1930/34. All being well Catherine will be back next year to stamp her mark yet again.

In the production class this year we saw a couple of old faces back here at Brighton, Andy Martin on his Aprilia Tuono V4 and Mark Hammond riding a 2015 model Kawasaki ZZR 1400. Mark managed to get forth in class and Andy seventh, not bad considering they both have not ridden here at Brighton for a number of years now. The class win, plus a run quick enough to break into the top 6 run off, went, for the third year running, to Steve 'The Rainmaker' Walton. I'm pleased to say his policy on making it rain failed again this year, which for everybody else can only be a good thing. Steve managed to take the class win with a very well executed run to return a time of 10.12 seconds at some 148mph, on his Suzuki GSXR 1000cc K6.

Class Seven was well supported this year once again, plus we had two new faces running here for the first time, Bleddyn Ireland and Alan Ward. Unfortunately I did not have a chance to catch up with them at the end of the day, but all being well I hope we will see them both back here next year. If you look at the results you will see that honours once again and for the fourth year on the trot went to Craig Mallabone no less. Craig had to work hard to take the win as Roger Simmons, Richard Albans and David Hall were all biting at the bit trying to take the glory and his crown. But win he did with the FTD, a run of 9.08 seconds at 168mph. It was hard fought for Craig and not a dead cert as only some two or three weeks before hand his mechanic Wayne Little had to work his magic and strip the Hayabusa down to replace the cylinder head as Craig had managed to destroy it, it wasn't a pretty sight. Wayne pulled out all the stops and the results speak for themselves, well done Craig and Wayne.

In the top six run off Craig walked away with The Phil Manzano Award for the fastest time set in the run off for the motorcycles with a time of 9.21 seconds at 172mph, he just ain't happy with Dolphin Trophy, but hey a well-deserved and well fought win. What was nice to see was the big smile on Richard Albans when he found out that he had made the best improvement over both the bikes and the cars and received the Geelong Trophy for his efforts. It has been a long time coming for Richard, but like Craig well fought and well deserved, nice one Richard. I will let you into a secret Richard, the Old Fella will be grinning from ear to ear, he just loved supercharged machines and I think the others running turbos need to look over their shoulders as you catching up with them fast.

As is usual I will take this opportunity to thank everyone who helped and made my life easier on the day and got you folks out on the track, Andy & Debbie Forward and team (Tech Officials), Roger Brown and his crew (Noise Testing), our ACU Clerk of the Course Dave Massam, our Assistant ACU Clerk of the Course Jayne Standing for dealing with the days paper work and assisting me with the commentary throughout the day, Karen Roseman for pre and post event secretarial help and not forgetting our Chief Paddock Marshal, Alex Champion and his great team of marshals, who without you definitely would have not been out competing. As I have always said this event is always a real team effort and this year was no different at all, so thank you.

Don't forget that if you wish to purchase any further photographs, be they standard size prints, enlargements, calendars etc. you can by visiting our official photographers web site where you can see all the photographs taken by ESA Photography at Brighton and a number of our past events.

<http://esaphotos.photoshelter.com/gallery-collection/170903-BRIGHTON-2017/C0000v1VI8ZPiezU>

Next year's event is already in the diary, it is Saturday September 1st 2018. If you would like an invite to apply for the 2018 event to be sent out to you when the regulations and entry forms are available (May 2018), then please help me out by sending a large SAE (minimums size C5) to me, Juan Manzano, address below.

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Best regards,

Juan Manzano
Entries Secretary for the Motorcycles