



THE HOME OF SPORTSMAN RACING



THUNDERSPORT GB 2020 CHAMPIONSHIP



**5th & 6th
September 2020**





RACE DAY TIMETABLE



SATURDAY 5th September 2020

9.30am	15 minutes Qualifying	GP2-Supertwins/Stocktwins & GP1 Classic (inc GESBK)	
9.47am	15 minutes Qualifying	Pre-National 600 Sport & Pre-National 600 FM	
10.04am	15 minutes Qualifying	Thundersport GP1 Sportsman Elite & Cup	
10.21am	15 minutes Qualifying	Thundersport 500 Elite, Sportsman & Seniors	
10.38am	15 minutes Qualifying	Golden Era Supersport & Steelsport	
10.55am	15 minutes Qualifying	Thundersport GP3-Superteens (inc GP2 Cup) & 500 Freshman	
11.12am	15 minutes Qualifying	Thundersport 600 Sportsman & Elite	
11.30am	Race 1	GP2-Supertwins/Stocktwins & Pre-National 600 FM	10 Laps (14 miles)
11.58am	Race 2	Pre-National 600 Sport	10 Laps (14 miles)
12.16pm	Race 3	Thundersport 500 Elite & Sportsman	10 Laps (14 miles)
12.34pm	Race 4	Golden Era Supersport & Steelsport	10 Laps (14 miles)
12.52pm	Race 5	Thundersport GP1 Sportsman Elite	15 Laps (21 miles)
Lunch Break			
2.00pm	Race 6	Thundersport GP3-Superteens & GP2 Cup	10 Laps (14 miles)
2.19pm	Race 7	Thundersport GP1 Classic, Cup & GESBK	10 Laps (14 miles)
2.38pm	Race 8	Thundersport 500 Seniors & Freshman	10 Laps (14 miles)
2.57pm	Race 9	Thundersport 600 Sportsman Elite	15 Laps (21 miles)
3.17pm	Race 10	GP2-Supertwins/Stocktwins & Pre-National 600 FM	10 Laps (14 miles)
3.36pm	Race 11	Pre-National 600 Sport	10 Laps (14 miles)
3.55pm	Race 12	Thundersport 500 Elite & Sportsman	10 Laps (14 miles)
4.14pm	Race 13	Golden Era Supersport & Steelsport	10 Laps (14 miles)
4.33pm	Race 14	Thundersport GP3-Superteens & GP2 Cup	10 Laps (14 miles)
4.52pm	Race 15	Thundersport GP1 Classic, Cup & GESBK	10 Laps (14 miles)
5.11pm	Race 16	Thundersport 500 Seniors & Freshman	10 Laps (14 miles)
5.30pm	Race 17	Master of Mallory (UK Riders Cup)	12 Laps (17 miles)
5.49pm	Race 18	GB Racing British Military Championship	10 Laps (14 miles)



PRESENTATION OF TROPHIES ON THE PODIUM AFTER EACH RACE





RACE DAY TIMETABLE



SUNDAY 6th September 2020

9.30am	8 minutes Warm Up	Thundersport 500 Elite, Sportsman & Seniors	
9.41am	8 minutes Warm Up	Supertwins/Stocktwins & Pre-National 600	
9.52am	8 minutes Warm Up	Thundersport 600 Sportsman & Golden Era Supersport	
10.03am	8 minutes Warm Up	Golden Era Superbike/GP1C/Cup & Golden Era Steelsport	
10.14am	8 minutes Warm Up	Thundersport GP3-Superteens & Thundersport 500 Freshman	
10.25am	8 minutes Warm Up	Thundersport GP1 Sportsman/Elite & 600 Elite	
10.40am	Race 1	GP2-Supertwins/Stocktwins & Pre-National 600 FM	10 Laps (14 miles)
11.00am	Race 2	Pre-National 600 Sport	10 Laps (14 miles)
11.20am	Race 3	Thundersport 500 Elite & Sportsman	10 Laps (14 miles)
11.40am	Race 4	Thundersport GP1 Sportsman Elite	14 Laps (20 miles)
12.00pm	Race 5	Golden Era Supersport & Steelsport	10 Laps (14 miles)
12.20pm	Race 6	Thundersport GP3-Superteens & GP2 Cup	10 Laps (14 miles)
12.40pm	Race 7	Thundersport GP1 Classic, Cup & GESBK	10 Laps (14 miles)
Lunch Break			
1.50pm	Race 8	Thundersport 500 Seniors & Freshman	10 Laps (14 miles)
2.10pm	Race 9	Thundersport 600 Sportsman Elite	14 Laps (20 miles)
2.30pm	Race 10	GP2-Supertwins/Stocktwins & Pre-National 600 FM	10 Laps (14 miles)
2.50pm	Race 11	Pre-National 600 Sport	10 Laps (14 miles)
3.10pm	Race 12	Thundersport 500 Elite & Sportsman	10 Laps (14 miles)
3.30pm	Race 13	Thundersport GP1 Sportsman Elite	12 Laps (17 miles)
3.50pm	Race 14	Golden Era Supersport & Steelsport	10 Laps (14 miles)
4.10pm	Race 15	Thundersport GP3-Superteens & GP2 Cup	10 Laps (14 miles)
4.30pm	Race 16	Thundersport GP1 Classic, Cup & GESBK	10 Laps (14 miles)
4.50pm	Race 17	Thundersport 500 Seniors & Freshman	10 Laps (14 miles)
5.10pm	Race 18	Thundersport 600 Sportsman Elite	12 Laps (17 miles)
5.30pm	Race 19	GB Racing British Military Championship	10 Laps (14 miles)



PRESENTATION OF TROPHIES ON THE PODIUM AFTER EACH RACE



OFFICIALS, ACKNOWLEDGEMENTS & Covid-19 Notes



MOTORSPORT CAN ONLY OPERATE IF WE ALL OBSERVE COVID-SECURE MEASURES

- Social distance requirement is still 2m (where possible)
- Where 2m distancing is impossible take extra precautions (e.g. wearing a face covering)
- Everyone must have a ticket prior to arrival at the circuit
- Two people per bike max on the pit wall or in the assembly area
- Don't invite anyone non-essential to the venue
- Bring the PPE and sanitising products needed to keep your team safe
- Do not visit the circuit Medical Centre with minor ailments
- Wash your hands or use hand sanitiser regularly



Clerk of the Course

Dave Stewart

Deputy Clerk of the Course

Paul Matthews

Race Secretary

Bernadette Stewart

Chief Technical Officer

Stuart Bailey

Chief Sound Inspector

Rodger Wadey

Chief Startline

Phil Page

Assembly Area Chief

Peter Copland

Incident Officer

Jason Holland

Medical Officers

Steve Ready, Ellen Rawlinson

Pete Hughes

Ambulance Services

Inter County Paramedic

Commentator

John Ward

Circuit Manager

Natalie Hansard

THUNDERSPORT GB (Affiliated to the ACU as Club Thundersport Ltd and Thundersport Midlands)
This meeting is held under a European OPEN Road Race Permit, complying with the National Sporting Code and the Standing Regulations for Road Races of the ACU, the Supplementary Regulations of the above organisation, and in accordance with the ACU / FIM Environmental Code.

Permanent Course Licence No.
ACU 002
ACU Permit No.
ACU 59461

Flags and other signals used at this meeting are in accordance with the details shown in the ACU Handbook

(a copy of which is available for inspection in the Race Administration).

NOTICE: MOTOR SPORTS CAN BE DANGEROUS!

Despite the organisers taking all reasonable precautions, unavoidable accidents can happen. Please comply with all instructions of marshals and notices and remain in permitted areas only.
THEY ARE CONCERNED WITH YOUR SAFETY



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APOCALYPSE NOW

We're living in the strangest of times

Starting with "The End of The World" in 1916 and ending with "Peninsula" in 2020 there have been some 332 films just in English that have their central theme as the apocalypse or end of the world as we know it.

Now I've watched an embarrassing number of them and I can only tell you that none of them are as strange as the reality we are now living in right now. The film "Covid-2020" is going to be a belter!

I may even schedule casting for the roles of *Chief Ditherer* and *Chief Scaremonger* this weekend.

We have basically no clue as to what the next restriction is going to be on our daily lives and the authorities have not only perfected the U-turn on policy, but can now seemingly put Colin MacRae to shame in their ability to handbrake turn on rules they themselves made as though those rules never existed.

This has always been a trait of politicians, but lately they seem to have perfected the art. One of my favourite Winston Churchill sayings is:- *"A politician needs the ability to foretell what is going to happen tomorrow, next week, next month, and next year. And to have the ability afterwards to explain why it didn't happen!"*

The assurance from the "Scientists" that there would be a quarter of a million dead by July was a bit of an overstatement, but I guess we're all used to "Project Fear" poking its head into any policy statements by now as they just seem to need a screaming headline to get our attention.

The politicians are changing the rules almost daily in trying to instruct the public in the light of the latest fake news media kerfuffle, instead of making a plan and sticking to it.

I don't think they understand that we don't need to be told when it's safe to cross the road, or go to the toilet, so why do they think we need their ever changing advice on how to keep ourselves safe?

Some of us have survived being shot at and having home made bombs thrown at us! We understand the risks of



Two metre Social Distancing isn't always possible, but I'm assured he had washed his hands before making this move!

interacting with other people, hand hygiene and droplet transmission – you don't need to draw us a picture! My telling a GP1 Elite rider that if he crashes there is a small (*tiny*) chance that he might come into contact with a marshal or recovery driver who might have been within 2 metres of someone who might have had the virus seems quite laughable.

The real and present danger is the 200bhp missile that he's about to be riding at 150mph plus towards a corner edged by a tyre wall!

Yet that is what I am told I have to write into our event documentation by the public health departments that create the need for all this stuff. This constant dithering at national level makes life really difficult for people who need to have a set of rules to work to.

Just tell us the rules of the game once and we can work with that. Why does this matter to a bike racer, or organiser?

It's because knowing the rules and planning a path through them is absolutely essential in organising events that are both safe and compliant with the regulations that are laid down by multiple agencies. The governing body for motorcycle

sport is the Auto Cycle Union (ACU) and whilst they can issue guidance to all clubs, they cannot take on the responsibility for event compliance. They also do not possess a crystal ball and I'm fairly sure that a lot of the ad-hoc changes in government guidance and legislation have left them wondering what's next.

Contingency planning is a kind of buzz-phrase used by yuppies with, often useless, university degrees in "Media Studies", "Social Entities", "Fashion Design" or "Liberal Arts" but it's really just plain old common sense and having a back up plan should Plan-A go to ratsh**t!

At any meeting I can only tell you that we have plans going from A to at least F and sometimes beyond. Contingency planning isn't fun or exciting, but it is based on a logical sequence of events that you can forecast and prepare for.

The current situation falls well outside anything you can plan for when the rules get changed at just a few hours notice. The financial risks are also huge and unpredictable, which makes the whole event planning thing a bit of a roller-coaster ride. Ironic really as it's currently not permitted to go on a



The only bit of PPE that's new here are the masks and they may become permanent following good feedback from the ladies!

rollercoaster that's fully loaded.

So why are we all still here despite these overbearing dictates that impact on our freedoms?

We are all in essence free-spirits who have a need for thrills.

Some of what attracted us all to this fairly extreme sport is its' borderline wildness and element of danger.

We are seen by some as anti-social, when that is as far from the truth as you can get. A motorcycle race event is one of the most enjoyable social interactions you could ever take part in. Well it is in normal times, but that is not the perception of the general public.

That is one of the reasons we have had to jump through so many hoops to get our sport going again when others have had government support and assistance.

Now I like all sports (*except Tractor Pulling*) and I appreciate that millions of people are passionate about football & rugby, but all sports are not treated equally.

Twenty two blokes kicking a ball of wind around, or thirty taking part in what is basically a bare knuckle fight over a ball that doesn't even bounce straight, seem to be seen as far more socially acceptable than our sport, even though the physical contact in those sports is often intense.

You can't wear PPE playing Football, Rugby or even Ladies Beach Volleyball (*one of my personal favourites... and if that's wrong I don't wanna be right!*)

Yet they are still seen as **Mainstream** and we are **Extreme**.

That is why we have had to both prove and then demonstrate in real time our ability to comply with the "New Normal" to a far greater extent than other sports even though PPE

has always been an integral part of what we do.

It's been weird and frustrating in equal measure, but we have managed to do it by putting in some fairly stringent measures that are not always easy to comply with. I commend you all for making that happen, but how long can we carry on like this?

OK my little rant is over, let's look to the future.

Planning is already underway for next season but that planning isn't anything like it has been in the past. We have a whole new set of "What ifs" to think about ranging from possible local or even national lockdowns to differences in how the devolved governments may enforce these ever changing rules.

Is that going to stop us putting on a full season of racing? **No.**

It is however going to make it difficult to fully nail down an exact

calendar until much later than usual. We don't want to announce a set of dates, only to find that circumstances have changed that make that impossible to fulfill.

Yet we are also aware that for many competitors booking the right dates off in advance is key to being able to compete in a whole season. Our plan at the moment is to give a set of confirmed dates by early November and then fill in the venues a few weeks after that. The actual dates will be fixed and the venues will be slotted in to those fixed dates once we have a better understanding of any area specific restrictions that may be relevant.

It won't be foolproof, because "*Foolproof systems don't take into account the ingenuity of fools*" but it will give everyone a set of holiday dates to work with. We just have to wait and see just how **ingenious** the authorities turn out to be. The message though in essence is - Don't worry, we'll still be providing you all with the best spread of dates and venues.

Hopefully the "New Normal" will naff off back to where it came from.

The following 4 pages (***The Impossible Dream***)

is an article from last year that seems even more relevant today in respect of the circuits dependence on headline events.

This year has thrown that business model into disarray with no spectators as yet allowed for the main promoted events.

Maybe 2021 will see a change in emphasis?



The Technical Bay is usually a very gregarious place, but new rules mean it's not quite the same at the moment

THE IMPOSSIBLE DREAM

(From 2019)

What good is dreaming it, If you don't actually do it?

You may have seen the full length version of the Honda advert set to the above tune. (Just search “Honda Power of Dreams 2015 advert” on YouTube) It is an excellent piece of PR and in advertising land almost anything is possible. In the real world, dreams can also come true even ‘**impossible**’ ones. This isn’t usually a result of luck, but more a case of someone, somewhere putting in a lot of effort. When I came back from my gap year at the end of 2007 and set up Thundersport GB, I had a dream of creating a varied and diverse championship that didn’t look quite like anything else out there and that had its own following. I wanted something that wasn’t just that tired old cliché “*a stepping stone to the next level*” – although I did want that as well.

More than anything, I wanted to create something that was an end product in itself, something that people aspired to be a part of. The Honda advert ends with the tag-line:- “***What good is dreaming it, if you don't actually do it?***”

Fair question and one that people often ignore.

So, what did “*The Dream*” include in our case?

Firstly, I had a fairly strong conviction that we needed to have a complete spread of championships that appealed to almost every budget. I understood that a lot of mainstream racing was increasingly catering for individuals who had large disposable incomes. Meetings were being constructed around what the most affluent could afford, rather than looking at what the majority could



**An image from the Honda advert
(copyright belongs to Honda)**

keep up with.

Organisers were more intent on getting more and more dates from the venues in order to maximise their incomes.

I thought that policy was leaving behind the average working man, or those that had other important family commitments. One event per month, one event per pay packet, was something that I considered to be the best framework.

At the same time I wanted to have real budget classes that were given equal billing to those that catered for the best and fanciest modern machinery. Budget bikes don’t have to be tatty, but if you treat riders of those machines as second class citizens, it is difficult to instil any pride of presentation into them. Take a look at the turnout of most of the CB500

racers here and you will see that they are in far better condition than when they left the showrooms 20 years ago. Secondly, *or probably joint firstly*, I wanted to make sure that we had an ageless policy. It is well documented that our youth championships are the most successful anywhere. The Superteens has been the starting point for most of the British Championship success stories and the new SSP300 format we have is now growing very well. I have said many times before that the brand of machine the kids are riding is pretty much irrelevant, the important thing is to get them all in the same place and at the same time. We are seeing that happening now for the first time ever in a **multi-brand** championship. So much so that BSB have now adopted a similar stance.

Other less imaginative organisers are now coming around to the same conclusions, bizarrely claiming that this is a brand new innovation of their own! Hello?

At the same time it is important to cater for older riders. Many of our Senior championship contenders might well once have had aspirations of becoming professional racers in their younger days, but perhaps they were thwarted by lack of money, time or opportunity.

Allowing them to tick off the thrill of racing creates a lot of positives, as many of them then go on to support younger riders in their own quest for stardom. There are so many positives to be taken from having as wide a range of participants as possible, all being given equal opportunities, that it almost obtains a life of its own and that is why it has grown so big, so quickly.

The whole thing has developed in certain ways that I didn't expect, but that is mainly because the world has changed.

For instance, instead of us having to go to the TV companies cap in hand to obtain coverage, they are now asking us if they can have some of our content (that we took away) back, but we have developed beyond that now. The coverage and flexibility we have by using the i-player cannot be matched by any of the sports channels and even the mighty BBC have realised that direct to download is what a large proportion



Golden Era Supersport / Steelsport is low cost and very competitive

of viewers now prefer. Why would anyone tailor their social life around a TV schedule, when they can watch almost any programme at a time of their own choosing?

I always wanted Thundersport GB to take up that vacant space in the marketplace below BSB and above Club Racing, which in 4 wheeled motorsport is occupied by Formula 3 / British GT racing.

That is to say:- not having as big a following as Touring Cars, but with much more interesting racing, better youth opportunities and with a bigger variety of classes. Everyone within the sport pretty much knows that we now sit firmly in that slot. There is still no real acknowledgement out there though that Thundersport GB is in all but title the "**British National Cup**" for

bikes, because we would need to relinquish some of the control over our series if we accepted the official title.

We don't actually need to change that, as we are now quite comfortable with our current position and the equation of **who needs who** sits very much in our favour.

We're not BSB and we don't want to be, but already well over two-thirds of the riders in the BSB paddock have made their way through our series, which is a situation we are very content with - although they may be less comfortable with such a dependence.

Where venues are willing to work with us, we can already generate far bigger audiences than the F3/GT package, if there is an incentive for us to do so.

In 2015, 2016 & 2017 the second largest spectator attendance behind British Touring Cars at Rockingham was.....

.....**Thundersport GB.**

At Anglesey, the biggest spectator event of the year is

...**Thundersport GB.**

Many other venues have just a couple of "**Double A**" promoted events and the next most important event on their calendar is invariably.... **Thundersport GB.**

You might well ask why more is not done by the venues to promote that,



Sportsman Racing is a lifestyle choice as well as career progression



WSB 2009 grid shot - no less than 18 of these youngsters are now professional riders

but the answer is not as simple as you might think.

The answer lies in the marketing strategy of each venue, or group of venues and whilst it might appear to be an odd choice, the venues don't actually have the time or resources to promote every event. Venues that are lucky enough to host many major events, like Brands Hatch, Oulton Park, Donington Park and Silverstone have to concentrate their efforts on making the best return on their investment in those meetings. That is why you get website information on their sites about pretty much all non-promoted events that just says "Club Bike Championships" or "Clubmans Cars" making absolutely no distinction between the vast difference in quality between progressive organisers like us and the real Sunday league stuff. This is perhaps why we have come to think of a crowd of 2,000 spectators being an excellent turnout. This figure is something that any 4th division football team owner would be crying in his beer at the post match dinner about if his crowd fell that low. It does seem as though Football is the sport to which all others are

compared, from Formula 1 right through to Wednesday night pub darts. Have you ever thought about why that might be?

I don't think it's a case of mass participation, because most of the salad dodgers that populate the football terraces look to me to be pretty unlikely to take part in any sport that requires any movement more complex than lifting a pie at half time. More people probably go to the gym than actively play football, yet gymnastics is not a sport that generates over 2 million paying spectators every Saturday of the season.

Football is all about marketing and money. They are very good at it too and they have a set ladder of progression that the big teams all invest heavily in. They know that the better the structure is below the Premier League, the better quality players it will produce and those players will pretty soon be wearing their shirts and playing in front of their grandstands. They invest in it, rather than trying to suffocate it, because it makes good financial sense to do so.

It's easy to understand the structure and the progression in football and

that is one of its major strengths. Motorcycle racing is a minority sport, with a minority following in comparison to football.

If we get a genuine paying crowd of 60,000 people to the British MotoGP, we are ecstatic almost beyond measure. The fact that this only just covers the cost of putting the event on, seems to be a minor point that we don't really want to talk about. The key thing is that we think it has widened the appeal and reach of our sport to a bigger audience. How do you actually generate a greater following though? If you ask 20 people that same question, you'll get 20 different answers. They'll inevitably include advertising, bike shows, trade stands, leaflet drops, mail shots, Twitter and Facebook. The truth is, it isn't easy and you have to target not only the right audience, but also the right events. It might be better to ask what the optimum number of spectators might be for any particular event. A really successful event, is one that the staff managed to cope with – but only just. If everyone gets the job done and no one notices that the place is stretching just a little at the edges, that is a great event.

Most venues are set up and staffed to be able to cope with around 3,000 people on site for a normal event, any more than that and more staff are required (*in some instances more facilities too*).

An event like a Thundersport GB meeting already soaks up almost half of that capacity just with the riders, mechanics, teams and paddock support. So in theory we hit a glass ceiling at around 1,750 spectators per event dependant on the venue, unless extra staff / facilities are budgeted for. No venue wants to budget for those extra things, only to find that nobody actually turns up. The larger and better organised venues do have more scope than the small independent venues in this respect, but it's not an unlimited amount of elbow room.

Therefore if you do manage to get an unexpected crowd of 3,000 spectators turning up at an event where the venue just isn't prepared for it, you could easily have a PR disaster on your hands. Nobody wants to strive to get all those people along to finally see what it's all about, only to be disappointed with the service and facilities they get presented with. If that happens, you'll never see them again and that completely defeats the object of the exercise.

Events are much better if they are built year on year in an incremental fashion and that is what we have been trying to achieve with our three targeted meetings over the past four seasons. Cadwell Park has got better and better for us each year and the



600cc racing may be suffering elsewhere, but it's still thriving here

venue staff there are extremely flexible as they only really have BSB as a major headline event and are keen to build around other high quality events such as ours. Anyone who was at Cadwell Park with us last month will know what a great meeting it was despite the changeable weather and the number of spectators who have contacted us since then has been amazing.

We think that by targeting just a few of our regular meetings each season as Super-weekenders, we can build up a following not only for us, but also for the venues, the competitors and local business.

All of our supporters can help us to do this by spreading the positive word about the good things that are going on here.

I actually spoke to a gentleman at Cadwell Park last year who had in his hand a programme from one of my old events at Mallory Park on 19th

March 2000.

He had 5 signatures in that programme, one was Peter Goddard, one was John McGuinness and the other three were what he thought were talents for the future who were racing in the Superteen Challenge – Chaz Davis – Cal Crutchlow – Casey Stoner.

That man had an eye for talent!

The competitors here this weekend are racing in the most progressive championship in the land and they should be proud of their achievements.

The spectators should be on the lookout for riders they think could make it to the top of our sport. Be proud that they are genuine enough motorcycle fans to say they saw them here first – and should maybe start collecting a few signatures.....

Thundersport GB – proud to be *The Home of Sportsman Racing*



Our variety of venues are second to none, and attract riders from far & wide

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THUNDERSPORT GP2 & STOCKTWINS inc PRE-NATIONAL 600 FRESHMAN

No	Rider	Hometown	Team	Machine	cc	CL
2	Roddy Taylor	Aldershot	Roddy Taylor Racing	Kawasaki	650	GP2
7	Barry Gissing	Broughton	Bass Tyres / NLC	Yamaha	600	FM
14	Jay Bellers Smith	Merthyr Tydfil	Smith Bros Racing	KTM	690	GP2
24	Max Lofthouse	Simonstone	Maxit 24-7	Kawasaki	650	GP2
29	James Alder	Gloucester	British Army Race Team	Suzuki	650	ST
30	Ryan Strafford	Mirfield	Patch Racing	Suzuki	650	GP2
34	Adrian Teasdale	Carlisle	Van Glass Racing	Suzuki	650	ST
39	Scott Young	Alnwick	Young Racing	Kawasaki	650	GP2
45	Andrew Castle	Scopwick	RAF MSA	Kawasaki	650	GP2
55	Ben Rainbow	Plymouth	RAF MSA	Suzuki	650	ST
56	Brian Fuidge	Poole	RNRMRRT	Kawasaki	650	GP2
58	Matthew McGowan	Enniskillin NI	McGowan Racing	Suzuki	650	ST
71	Myles Speight	Leeds	Spice Boy Racing	Yamaha	600	FM
73	Dean Ratcliff	Dursley	Road Runner M/C Stroud	Suzuki	650	ST
81	Luke Terry	Exmouth	RNRMRRT	Suzuki	650	GP2
82	James Mead	Maldon	James Mead Racing	Suzuki	650	ST
83	Robert Childs	Leigh	JRC Racing	Suzuki	650	ST
90	Jason Markham	Salisbury	British Army Race Team	Suzuki	650	ST
92	Richard Childs	Warrington	JRC Racing	Suzuki	650	ST
93	Liam Palmer	Tidworth	British Army Race Team	Suzuki	650	ST
98	Thomas Morris	Branston	Morris Racing	Honda	600	FM
108	Liam Armitage	Featherstone	LA Kitchens	Suzuki	650	ST
116	John Tierney	Birmingham	JT Racing	Triumph	675	FM
155	Scott Campbell	Newcastle	Splinty Racing	Kawasaki	650	GP2
213	Jack Petrie	Christchurch	AM Tiling	Kawasaki	650	GP2
221	Luis Calado	Astwood Bank	McCal Motorsport	Honda	600	FM
235	Joe Miles	Bude	JM Racing	Suzuki	600	FM
242	Keith Stringer	Whitby	Stringer Racing	Yamaha	600	FM
260	Greg Pymm	Watford	GP Racing	Suzuki	650	ST
295	Neville Otter	Lincoln	SB Racing	Kawasaki	600	FM
616	Craig Szczypek	Buckingham	2Zs Racing	Suzuki	650	GP2

STOCKTWINS		
1	Robert Childs	100
2	Liam Palmer	64
3	Matthew McGowan	52
4	Paul Williams	45
5	Ben Rainbow	45
6	Dominic Herbertson	40
7	Paul Magnay	34
8	Adrian Teasdale	31
9	Greg Pymm	28
10	Richard Childs	27



GP2-SUPERTWINS		
1	MaxLofthouse	91
2	Jonny Towers	85
3	Robert Childs	48
4	Roddy Taylor	49
5	Ryan Strafford	41
6	Dean Ratcliff	39
7	Scott Campbell	36
8	Liam Palmer	27
9	Max Dixon	25
10	Dominic Herbertson	19



CLASS LAP RECORDS & 2019 CHAMPIONS



GP2-Supertwins 53.07 Leon Jeacock - 2019 Champion Jacque Foley
Stocktwins - 55.965 Curtis Rothwell - 2019 Champion Alberto Solera

**Would y's moind just explainin' dat to me again?
Ya bought some tyres from a fella on da internet for more dan we can
bouy 'em from Alan roight here in da paddock?**



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A&R Racing Pre-National 600 Sport & Continental Pre-National 600 Freshman

Freshman class race with GP2-Supertwins this weekend

13

No	Rider	Hometown	Team	Machine	cc	CL
6	Josh Hipwell	Doncaster	Hipwell Racing	Yamaha	600	S
8	George Pidcock	Swanwick	8 Ball Custom Paintwork	Yamaha	600	S
19	Ben Grayson	Armthorpe	BGR Motorsports	Kawasaki	600	S
20	Dean Bednarek	Pudsey	HEC Decorating Spec.	Yamaha	600	S
26	Bailey Harker	Spalding	Harker Racing	Yamaha	600	S
27	Brandon McCabe	West Bromwich	HTR BGM Motorsport	Yamaha	600	S
30	David Leith	Dundee	British Army Race Team	Yamaha	600	S
32	James Leslie	Ruislip	RAF MSA	Yamaha	600	S
33	Jack Pearce	Worksop	B&L Services	Kawasaki	600	S
37	Clayton Grover	Fleet	Charltons PMC	Yamaha	600	S
39	James McKenzie	Clydebank	British Army Race Team	Suzuki	600	S
42	Daniel Dove	Chester	Dove Racing	Kawasaki	600	S
44	Jorge Halliday	Chilwell	Jorge Halliday Racing	Yamaha	600	S
55	Arthur Gissing	Broughton	Bass Tyre Service / NLC	Yamaha	600	S
62	Sam Cartwright	Corsham	British Army Race Team	Honda	600	S
75	Max Wilmot	Gosport	RNRMRRT	Yamaha	600	S
76	Josh Smith	Reading	JJs Racing	Yamaha	600	S
78	John Miller	Swindon	British Army Race Team	Yamaha	600	S
79	Nick Barnes	Peterborough	Park Electric	Yamaha	600	S
80	Morgan Creasey	Spalding	MC Racing	Yamaha	600	S
87	Edward Ansell	Billingshurst	EA Racing	Yamaha	600	S
90	Andrew Lyle	Worksop	KS Performance	Kawasaki	600	S
92	Jack Holder	Plymouth	Crispy Racing	Yamaha	600	S
94	Alex Pearson	Woodville	PBD / AP Racing	Triumph	675	S
100	Scott Watterson	Daventry	SW Racing	Suzuki	600	S
101	Christopher Asquith	Bradford	CA Racing	Yamaha	600	S
121	Liam Thornton	Bootle	Thornton Racing	Kawasaki	600	S
131	Colin Wilson	Yeovil	RNRMRRT	Suzuki	600	S
166	Steven Wood	Altrincham	CRL Racing	Yamaha	600	S
300	Sam Ho	Nantwich	Moore's Metals	Yamaha	600	S
513	Zach Tansley	Chaddesden	Jeff Tansley Electrical	Triumph	675	S
643	Harry Harris	Evesham	Bespoke Bathing Racing	Yamaha	600	S
647	Thomas Major	Derby	MajorTomRacing647	Triumph	675	S

PRE-NATIONAL 600 FRESHMAN

1	Thomas Morris	95
2	Keith Stringer	64
3	Joshua Humphries	56
4	John Tierney	52
5	Gary Cranage	43
6	Neville Otter	38
7	Myles Speight	21
8		
9		
10		



PRE-NATIONAL 600 SPORT

1	Ben Grayson	75
2	Sam Ho	59
3	Josh Hipwell	54
4	Jack Pearce	53
5	Clayton Grover	47
6	Nick Barnes	39
7	Thomas Major	39
8	Brandon McCabe	31
9	Jorge Halliday	30
10	Zach Tansley	26

CLASS LAP RECORDS & 2019 CHAMPIONS

Sport - 54.064 Freddie Craine - 2019 Champion Aran Sadler
 Freshman - 54.848 Pete Riches - 2019 Champion Gareth Roberts

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DUNLOP TYRES & HMT RACING

THUNDERSPORT 500

Sportsman & Elite

No	Rider	Hometown	Team	Machine	cc	CL
1	Grant Whitaker	Halifax	HWW CB 500 Race Products	Honda	500	E
2	Elliott Humphrey	Scunthorpe	Rat Out Racing	Honda	500	E
5	James Wilmot	Congleton	MCS Roofing & Cladding	Honda	500	E
7	Daniel Swift	Maltby	RP Motorsport	Honda	500	E
8	Tony Norris	Keyingham	TNR	Honda	500	S
20	Josh Langman	Walsall	Team ASJ	Honda	500	E
21	James Lee	Stockton on tees	Fibre-Lite Racing	Honda	500	E
29	Robert Carver	Barnsley	SF Parts Ltd	Honda	500	S
31	Max MacRae	Wisborough Green	MacRae Racing	Honda	500	S
36	Jon Hunt	Portsmouth	RNRMRRT	Honda	500	S
40	Rhys Hutchinson	Middlesborough	Hutchinson Racing	Honda	500	E
44	Charlie White	Southampton	RNRMRRT	Honda	500	S
45	Danny Flint	Annesley	DJF Motorsport	Honda	500	S
50	Ben Handley	Elvington	B OK Racing	Honda	500	E
52	Rob Humpleby	Scunthorpe	Bella Racing	Honda	500	S
53	Simon Burgess	Lincoln	Mr Burger Racing	Honda	500	S
65	James McMillan	Stratford u Avon	McMal Motorsport	Honda	500	S
66	Brett Price	Farley	Price Racing	Honda	500	S
78	Chris Took	Scunthorpe	Bella Racing	Honda	500	S
87	Finn Chalk	Glenrothes	FCR	Honda	500	E
93	James Cottenham	Bradford	Jim Wells Speedshop	Honda	500	S
97	Nick Rogers	Ashby de la Zouch	PBSS Racing	Honda	500	S
99	Steven Butterworth	Wolverhampton	Rascal Racing	Honda	500	S
101	Darren Lunn	Swadlincote	Team 101	Honda	500	S
121	Josh Leaning	Winterton	Shane Brocklehurst Transport	Honda	500	E
124	Lewis Booth	Sale	SlowBoy Jnr Racing	Honda	500	S
193	David McDonald	Scunthorpe	D McDonald Build	Honda	500	S
243	Declan Reeve	North Cave	JLR	Honda	500	S
333	Sam Palfreyman	Nottingham	Phoenix Microlights	Honda	500	E

Thundersport 500 Sportsman		
1	Charlie White	74
2	Brett Price	72
3	Rick Jenkinson	61
4	Max MacRae	51
5	Jack Turner	44
6	Jon Hunt	30
7	Robert Carver	25
8	Steven Butterworth	25
9	Lewis Booth	23
10	Declan Reeve	23



Thundersport 500 Elite		
1	Josh Langman	81
2	Josh Leaning	77
3	Grant Whitaker	70
4	Daniel Swift	42
5	James Lee	35
6	Sam Palfreyman	32
7	Rhys Hutchinson	28
8	Finn Chalk	25
9	Dave King	23
10	Charlie White	23

CLASS LAP RECORD - 57.794 - Will Leaning
2019 CHAMPIONS

Thundersport 500 Elite - Grant Whitaker
Thundersport 500 Sportsman - Josh Langman



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No	Rider	Hometown	Team	Machine	cc	CL
2	Stephen Taylor	Oakham	STR Racing Team#2	Suzuki	1000	E
3	Adam Reavill	Grimsby	Specsavers Hull Racing	Suzuki	1000	E
4	Richie Harrison	Fleetwood	RAP Racing	Kawasaki	1000	E
5	Alex Baker	Ormskirk	Team BBR	Suzuki	1000	E
9	Paul Charman	Accrington	MKW RaceEngineer.co.uk	Yamaha	1000	E
11	Dominic Herbertson	Hexham	Davies Motorsport	Kawasaki	1000	E
12	Kieran Smith	Scunthorpe	Corkie Racing	Suzuki	1000	E
14	Jamie Sykes	Barnsley	Sykes Racing	Kawasaki	1000	S
15	Daniel Matheson	Newcastle NI	LML Racing	BMW	1000	S
17	Gordon MacDonald	Carstairs	EAD Racing	Suzuki	1000	S
24	Lee McLaughlin	Leeds	Lee Mc/JAB Racing	Suzuki	1000	E
28	Oliver Towl	Louth	Towl Racing	Yamaha	1000	S
37	Peter Brown	Salisbury	British Army Race Team	Yamaha	1000	E
45	Chris Curtis	Hawbridge	MSG Racing & Dyno	Suzuki	1000	S
46	Robert Coppock	Runcorn	RC Racing	Honda	1000	S
48	Aaron Collins	Milton Keynes	Precision Racing	BMW	1000	S
51	Leon Wilton	Liss	British Army Race Team	Yamaha	1000	S
57	Ryan Strafford	Mirfield	RS Racing	Kawasaki	1000	E
66	Brendan Mallinder	Rotherham	Team Mally	BMW	1000	E
68	Kieran Forbes	Leeds	FB Racing	BMW	1000	S
81	James Hind	Market Rasen	NL Components	Suzuki	1000	E
84	Antony Moore	Beverley	Specsavers Hull Racing	Suzuki	1000	S
90	Michael Austin	Oxford	MPA Racing	Suzuki	1000	E
91	Alex Pozzi	Milton Malsor	MSG Racing & Dyno	Suzuki	1000	S
95	Ross Simpson	Chessington	Simpson Racing	BMW	1000	E
101	Derek Craig	Newtonabbey NI	LML Racing	Kawasaki	1000	S
111	John Robb	Stockport	EMTT / John Robb Racing	Kawasaki	1000	E
143	Seb Bulpin	Camberley	SB Racing	Kawasaki	1000	E
145	Daniel Forbes	Leeds	FB Racing	Suzuki	1000	S
284	Matthew Seeds	Pocklington	Homeplan	BMW	1000	S
414	Glen Phillips	Mountain Ash	Gap Motorcycles	Yamaha	1000	S
543	Stefan Ellis	Worcester	Bespoke Bathing Co	Yamaha	1000	S
775	Robert Smith	Reading	SCH Motoprep	BMW	1000	E

THUNDERSPORT GP1 SPORTSMAN

1	Antony Moore	61
2	Robert Coppock	56
3	Alberto Solera	45
4	Daniel Forbes	40
5	Oliver Towl	36
6	Leon Wilton	29
7	Alex Pozzi	25
8	Simon Franklin	24
9	Jamie Sykes	22
10	Kieran Forbes	22



THUNDERSPORT GP1 ELITE

1	Ross Simpson	60
2	Adam Reavill	59
3	James Hind	40
4	Brendan Mallinder	37
5	Phil Crowe	35
6	Seb Bulpin	35
7	Lee McLaughlin	28
8	Jonathan Perry	25
9	Bob Collins	16
10	Robert Smith	14



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1	Ryan Garside	Fleetwood	Myerscough EasyPay	Yamaha	600	SS
3	Adrian Bridges (v)	Solihull	Chipmonk Nut Racing	Yamaha	600	SS
8	Jason Goodwin	Rotherham	Goodwin Racing	Honda	600	SF
9	Jordan Langford	Wantage	JL Racing	Yamaha	600	SS
11	Gary Lawton	Lincoln	RAF MSA	Yamaha	600	SS
15	Dan Taylor	Scunthorpe	Specialist Surface Preparation	Yamaha	600	SS
16	Luke MacRae	Billingshurst	European Pumps Services	Yamaha	600	SS
18	Carl Vickers (v)	Nantwich	CV Racing	Yamaha	600	SS
19	Neil Schofield (v)	Barnsley	Schofield Racing	Yamaha	600	SS
21	James Leatham	Golborne	LCM Racing	Honda	600	SF
34	Ryan Hughes	Brackley	RNRMRRRT	Yamaha	600	SS
41	Daniel Jones	Shirley	Chipmonk Nut Racing	Yamaha	600	SS
43	Rob Vickerman	Willerby	Air Tech / RAF MSA	Yamaha	600	SS
48	Stew Toal	Huntingdon	Fubar Racing	Yamaha	600	SS
50	Rob Tucker (v)	Radstock	Chipmonk Nut Racing	Yamaha	600	SS
51	Paul Debnam (v)	Irthlingborough	Hellcat Racing	Yamaha	600	SF
57	Alan Curtis	Helston	RNRMRRRT	Yamaha	600	SS
60	Dave Langley	Dereham	Petes Plumbing/Westcotec	Honda	600	SS
61	David Snipp	Clacton on sea	STAR Racing	Yamaha	600	SS
66	Liam Vella	Lincoln	Vella Racing	Yamaha	600	SS
68	Nick Wainwright	Beverley	Paintzfiction Racing	Yamaha	600	SS
69	Paul Greenhoff (v)	Barnsley	Ratso Racing	Yamaha	600	SS
70	Rob Pearce	Wantage	RP Racing	Yamaha	600	SS
77	Matty Whelan	Barnsley	ATS Racing	Honda	600	SF
87	Edward Ansell	Billingshurst	EA Racing	Yamaha	600	SS
148	Matt Sayle	Northwich	Original Body Shop	Yamaha	600	SS
150	James Curry	Sleaford	RNRMRRRT	Yamaha	600	SS
162	Gethin Edwards (v)	Holyhead	TN Robinson Ltd	Honda	600	SF
175	Nik Sweet (v)	Tamworth	NS Racing	Yamaha	600	SS
212	Alex Platt	Lincoln	B & B Motorcycles	Suzuki	600	SS
267	Chris Spooner	Stoke on Trent	CV Racing	Yamaha	600	SS
315	Ashley Thompson	Market Rasen	Moto 46	Yamaha	600	SS
338	David Parkinson (v)	St Helens	Team Gee-Wee Racing	Yamaha	600	SS
750	Kane Langston	St Neots	Fubar Racing	Kawasaki	600	SS

GOLDEN ERA STEELSPORT

1	Matty Whelan	100
2	Gethin Edwards	73
3	Brad Davey	55
4	John Gibson	51
5	Paul Debnam	48
6	Steve Lester	35
7	Craig Harris	28
8	Stuart Crossland	21
9	Stephen Hall	11
10		

GOLDEN ERA VETERANS

1	Carl Vickers	88
2	Nik Sweet	78
3	Neil Schofield	65
4	Gethin Edwards	56
5	Adrian Bridges	47
6	Ian Davidson	36
7	Brad Davey	30
8	Paul Debnam	30
9	John Gibson	30
10	David Parkinson	29

GOLDEN ERA SUPERSPORT

1	Ryan Garside	91
2	Luke MacRae	61
3	Ashley Thompson	59
4	Daniel Jones	51
5	Alex Platt	44
6	Jack Sim	37
7	Liam Vella	34
8	Matty Whelan	31
9	Harry Pullar	26
10	Carl Vickers	20

CLASS LAP RECORDS & 2019 CHAMPIONS

Supersport - 54.565 Luke MacRae - 2019 Champion Tony Waistnage

Steelsport - 56.723 Nick Turner - 2019 Champion Ryan Garside



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THUNDERSPORT GP3 SUPERTEENS & THUNDERSPORT GP2 CUP

ENTRY LIST

No	Rider	Hometown	Team	Machine	cc	Class
4	George Fawcett	New Milton	GF Racing	KTM	390	GP3
7	Kieran Smith	Reading	RS Racing Academy	Kawasaki	400	GP2
8	Alfie Davidson	Leyland	Davidson Racing	Aprilia	125	GP3
15	Matthew Rutter	Chestre le Street	Rutters Race Team	Kawasaki	300	GP3
16	Jamie Hanks-Elliott	Birmingham	Hanks Racing	Kawasaki	300	GP3
18	Polly Richardson	Salton	Polly-Gone Racing	Kawasaki	400	GP2
20	Scott McCrory	Larne NI	Jackal Racing	Yamaha	300	GP3
21	Scarlett Robinson	New Mills	The Fire Place	Honda	500	GP2
31	Chace Collymore	Mirfield	Collymore Racing	KTM	390	GP3
34	Lissy Whitmore	Morton	Whitmore Racing	Yamaha	300	GP3
44	Jack Smith	Rotherham	JS Racing	KTM	390	GP3
48	Joe Howard	Rochdale	Samper Installations	Kawasaki	300	GP3
50	Jayda Howe	Ipswich	Jayda Howe Racing	Yamaha	300	GP3
51	Alex Duncan	Newtownards	Alex Duncan Racing 51	Kawasaki	300	GP3
56	Tyler Howe	Chinley	TH Racing	KTM	390	GP3
66	Katie Hand	Caistor	#handracing66	Yamaha	300	GP3
72	Martin Burnett	Carnmoney NI	Zakado Racing	Yamaha	300	GP3
77	Finley Arscott	Lifton	Arscott Racing	Kawasaki	300	GP3
110	George Hopper	Derby	Hopper Racing	Kawasaki	300	GP3
775	Christian Smith	Reading	RS Racing Academy	Kawasaki	400	GP2

GP3-SUPERTEENS

1	Lewis Jones (ktm)	90
2	Finley Arscott	65
3	Kier Armstrong	59
4	Joe Howard	49
5	Harris Beech	46
6	Scott McCrory	44
7	Katie Hand	28
8	Matthew Rutter	28
9	Brody Crockford	25
10	Christian Smith	23



GP2-JUNIOR CUP

1	Lynden Leatherland	86
2	Lewis Jones (ktm)	81
3	Lewis Jones (kaw)	50
4	Finley Arscott	48
5	Zak Shelton	44
6	Kier Armstrong	40
7	Joe Howard	35
8	Harris Beech	29
9	Scott McCrory	29
10	Christopher Johnson	27

CLASS LAP RECORD & 2019 CHAMPIONS

Lap Record - 58.415 Harry Leigh
 2019 GP3 Superteen Champion - Joe Talbot
 2019 GP2 Cup Champion - Zak Shelton



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be moto

No	Rider	Hometown	Team	Machine	cc	CL
4	Mick Riddle	Truro	RAF MSA	Suzuki	750	SBK
12	Kieran Smith	Scunthorpe	Van Glass Racing	Suzuki	1000	GP
18	Sigitas Cerniauskas	Birmingham	SC Moto-Yamaha	Yamaha	1000	CUP
21	Daniel Southerland	Albrighton	RAF MSA	Yamaha	1000	GP
22	Remigijus Matuzas	Northolt	SC Moto-Yamaha	Yamaha	1000	CUP
35	Mark Biswell	Quainton	Bizzle Bikesport	Suzuki	1000	GP
36	Stuart Goodson	Southsea	RNRMRRT	Suzuki	750	SBK
37	Vince Carlton	Market Rasen	CT Racing	Ducati	996	SBK
39	Steven Bland	Stansted	VP Racing Fuel	Suzuki	1000	GP
40	Joel Baldwin	Kidlington	JB Racing	BMW	1000	CUP
44	Steve Brittain	Rushden	SB Racing Double4	Yamaha	1000	GP
49	Kevin Howdle	Cannock	Alpha Training UK	Suzuki	1000	GP
50	Neville Lorimer	Bicester	NFE Events	Suzuki	1000	CUP
57	Oliver Mann	Kegworth	Ollie Mann Racing	Yamaha	750	SBK
61	Nick Williamson	Southampton	RBM	Honda	1000	SBK
72	Gary Ford	Chapel en le Frith	Hello Dave	Kawasaki	1000	CUP
89	Chris Ganley	Clevedon	G-Rex Racing	Yamaha	1000	CUP
96	Ian Evans	Caldicott	British Army Race Team	Kawasaki	1000	CUP
188	Austen Webster	Bude	AW Racing	Suzuki	1000	CUP



THUNDERSPORT GP1 CUP			GOLDEN ERA SUPERBIKE			THUNDERSPORT GP1 CLASSIC		
1	Scott Darnton	100	1	Nick Williamson	80	1	Kieran Smith	80
2	Sigitas Cerniauskas	76	2	Greg Lewis	50	2	John Dieterman	64
3	Neville Lorimer	65	3	Oliver Mann	50	3	Oliver Mann	45
4	Austen Webster	31	4	Stuart Goodson	48	4	Nick Williamson	43
5	Remigijus Matuzas	30	5	Andy Challis	48	5	Kevin Howdle	39
6	Terry Fuller	29	6	Andy Scanlon	42	6	Mark Biswell	37
7	Chris Ganley	29	7	Vince Carlton	39	7	Donald Thomas	36
8	Steve Bryson	29	8	Mick Riddle	31	8	Greg Lewis	29
9	Mark Parnell	28	9			9	Andy Challis	27
10	Howard Burchnell	26	10			10	Stuart Goodson	26



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DUNLOP TYRES & HMT RACING

THUNDERSPORT 500

Seniors & Freshman

No	Rider	Hometown	Team	Machine	cc	CL
4	Gary Gray	Stourport	Concept Furniture	Honda	500	V
11	Mark Leaning	Winterton	JLR Performance	Honda	500	V
12	Max Bartle	Lincoln	Lincs Road & Race	Honda	500	FM
18	Richie Connoles	Scotton	JLR	Honda	500	V
23	Lewis Smart	Sandy	Race Smart	Honda	500	FM
28	Jonathan Hunt	Ashford	Hunts Racing	Honda	500	V
33	Richard Hughes	Walsall	Stumpy Racing	Honda	500	V
38	Martin Radford	Swanwick	MotoRad Racing	Honda	500	V
43	Adam Kirton	Dereham	AK Racing	Honda	500	FM
48	Allan Brookbanks	Newcastle	Brookbanks Racing	Honda	500	V
51	Alan Tanton	Hull	Al's Autos	Honda	500	V
62	Neil Thompson	Peterborough	Orange Man Racing	Honda	500	V
63	Paul Wild	Hull	Al's Autos	Honda	500	FM
69	Shaun O'Hara	Rochester	STOH Racing	Honda	500	FM
72	Bobby Campbell	RAF Coningsby	Bobby Campbell Racing	Honda	500	V
79	Lee Silvain	Bury St Edmunds	Silvain Racing Team	Honda	500	V
80	Nick Creasey	Spalding	MC Racing	Honda	500	FM
84	Andy Manchester	Warlingham	DMP Performance M/C	Honda	500	V
85	Chris Grieve	Hexham	Barrasford Garage	Honda	500	FM
134	Ian Warburton	Crewe	Warbo 134	Honda	500	FM
135	Tim Hawkins	Minehead	Hawkins Racing	Honda	500	V
180	Christopher Rowland	Sheffield	SF Parts Ltd	Honda	500	FM
211	Dan Brett	Northampton	DB Racing	Honda	500	V
272	Mark Dickinson	Gainsborough	MD Racing	Honda	500	FM
500	Paul Manning	Retford	Woodside Car & Commercial	Honda	500	V
636	Dave Catling	Selby	DNL Racing	Honda	500	V
811	Philip Gnosil	Mansfield	TGR	Honda	500	FM

Thundersport 500 Freshman		
1	Lewis Smart	70
2	James McMillan	65
3	Adam Kirton	59
4	Max Bartle	53
5	Robin Newbold	48
6	Paul Wild	39
7	Jamie Moore	39
8	Mark Dickinson	33
9	Edward Boyce	32
10	Nick Creasey	29



Thundersport 500 Seniors		
1	Dave King	86
2	Alan Tanton	65
3	Karl Foster	60
4	Martin Radford	58
5	Paul Manning	57
6	Gary Cutts	44
7	Neil Attenborough	26
8	Mark Leaning	24
9	Richie Connoles	17
10	Stuart Cooke	17

CLASS LAP RECORD - 57.794 - Will Leaning
2019 CHAMPIONS

Thundersport 500 Seniors - Chris Kingham
Thundersport 500 Freshman - Gary Gray



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TW SUSPENSION

THUNDERSPORT 600 SPORTSMAN ELITE

27

ENTRY LIST

No	Rider	Hometown	Team	Machine	cc	CL
8	Paul Cunvin	Reading	RAF MSA	Kawasaki	600	E
16	Luke MacRae	Billingshurst	European Pumps Services	Yamaha	600	E
21	Stephen Thomas	Salisbury	Elite Services Racing	Triumph	675	S
27	James Leatham	Golborne	LCM Racing	Yamaha	600	S
32	Luke Burnett	Branston	Luke Burnett Racing	Yamaha	600	S
33	Taylor Rose	Horley	Rose Racing	Triumph	675	E
34	Arnie Shelton	Bourne	Shelton Racing / MKW	Kawasaki	600	E
55	Kirt Powell	Spalding	Powell Racing	Kawasaki	600	S
56	Brian Fuidge	Poole	RNRMRRT	Kawasaki	600	S
63	Joshua Coward	Westbury	Coward Racing	Kawasaki	600	E
66	Dan Frear	Scunthorpe	Bass Tyres / NLC	Yamaha	600	E
69	Gareth Cunningham	Slough	Right Gear Racing	Yamaha	600	S
72	Max Wadsworth	Halifax	Specialised Group	Yamaha	600	E
74	Scott Stevens	Derby	East Midland Superbike	Kawasaki	600	E
81	James Hind	Market Rasen	NL Components	Yamaha	600	E
95	Max Stainton	Louth	Stainton Racing	Kawasaki	600	E
96	Ryan Dixon	Folkestone	Ryan Dixon Racing	Yamaha	600	E
99	Jack Bednarek	Pudsey	HEC Decorating CFM	Yamaha	600	E
117	Joe Hendrie	Stockport	BBB Racing	Triumph	675	E
118	Craig Moffat	Helensburgh	BBB Racing	Triumph	675	E
164	Joe Duggan	Doncaster	M&S Performance	Kawasaki	600	E
173	Andrew Cullum	Ashton u-Lyme	NPORS	Yamaha	600	S
202	Richard Gill	Indian Queens	Giller Racing 202	Yamaha	600	S
212	Gareth Roberts	Chippenham	GR Racing	Yamaha	600	S
213	Jack Petrie	Christchurch	AM Tiling	Kawasaki	600	S
519	Eric Telger	RAF Croughton	Eric Telger Racing	Yamaha	600	S
543	Stefan Ellis	Worcester	Bespoke Bathing Co	Yamaha	600	S

THUNDERSPORT 600 SPORTSMAN

1	Stephen Thomas	75
2	Gareth Cunningham	49
3	Luke Burnett	49
4	Gareth Roberts	49
5	Ben Wilson	31
6	Richard Gill	31
7	Carl Ogden	22
8	Eric Telger	19
9	Andrew Cullum	19
10	Michael Coxon	17



THUNDERSPORT 600 ELITE

1	Zak Corderoy	75
2	James Hind	50
3	Aaron Silvester	45
4	Dan Frear	42
5	Arnie Shelton	40
6	Stephen Thomas	30
7	Ryan Dixon	26
8	Joe Talbot	24
9	Scott Stevens	17
10	Jack Bednarek	16



CLASS LAP RECORD & 2019 CHAMPIONS

Lap Record = 52.042 Luke Stapleford
 2019 Sportsman Champion Max Stainton
 2019 Elite Champion Luke Hopkins





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The absolute BEST in machine crash protection
and now Lever Guards & PPE Face Shields too.



High Quality race rubber for all machinery
and Control Tyre supplier for Thundersport 500 class



Supplier of all leading tyre brands and many race consumables
& spares, both in the paddock and online



Sponsor of our Golden Era Supersport/Steelsport class and
expert in IT Solutions for both home and office working



Supplier of all leading tyre brands and nominated supplier for
Thundersport 500 control tyres



High quality insurance protection for race bikes, race van
contents and track day accident repatriation policies



Supply and set up services trackside, getting the most out of
any brand of suspension



High Quality race rubber for all machinery
from one of Europe's market leaders



Active race results service and high
quality copying machinery supplies



The UK's leading Van conversion glass fitting company.
Make a normal van into a versatile "Combi" here.

ENTRY LIST

No	Rider	Hometown	Team	Machine	cc	CL
4	Mick Riddle	Truro	RAF MSA	Suzuki	750	RAF
8	Paul Cunvin	Reading	RAF MSA	Kawasaki	600	RAF
11	Gary Lawton	Lincoln	RAF MSA	Yamaha	600	RAF
21	Daniel Southerland	Albrighton	RAF MSA	Yamaha	1000	RAF
29	James Alder	Gloucester	British Army Race Team	Suzuki	650	Army
30	David Leith	Dundee	British Army Race Team	Yamaha	600	Army
32	James Leslie	Ruislip	RAF MSA	Yamaha	600	RAF
34	Ryan Hughes	Brackley	RNRMRR	Yamaha	600	RNRM
36	Stuart Goodson	Southsea	RNRMRR	Suzuki	750	RNRM
37	Peter Brown	Salisbury	British Army Race Team	Yamaha	1000	Army
39	James McKenzie	Clydebank	British Army Race Team	Suzuki	600	Army
43	Rob Vickerman	Willerby	RAF MSA	Yamaha	600	RAF
44	Charlie White	Southampton	RNRMRR	Honda	500	RNRM
45	Andrew Castle	Scopwick	RAF MSA	Kawasaki	650	RAF
51	Leon Wilton	Liss	British Army Race Team	Yamaha	1000	Army
55	Ben Rainbow	Plymouth	RAF MSA	Suzuki	650	RAF
56	Brian Fuidge	Poole	RNRMRR	Kawasaki	600	RNRM
57	Alan Curtis	Helston	RNRMRR	Yamaha	600	RNRM
60	Dave Langley	Dereham	RAF MSA	Honda	600	RAF
62	Sam Cartwright	Corsham	British Army Race Team	Honda	600	Army
72	Bobby Campbell	RAF Coningsby	RAF MSA	Honda	500	RAF
75	Max Wilmot	Gosport	RNRMRR	Yamaha	600	RNRM
78	John Miller	Swindon	British Army Race Team	Yamaha	600	Army
81	Luke Terry	Exmouth	RNRMRR	Suzuki	650	RNRM
90	Jason Markham	Salisbury	British Army Race Team	Suzuki	650	Army
93	Liam Palmer	Tidworth	British Army Race Team	Suzuki	650	Army
96	Ian Evans	Caldicott	British Army Race Team	Kawasaki	1000	Army
111	Cemal Oram	Bristol	RNRMRR	Suzuki	600	RNRM
131	Colin Wilson	Yeovil	RNRMRR	Suzuki	600	RNRM
136	Jon Hunt	Portsmouth	RNRMRR	Honda	500	RNRM
150	James Curry	Sleaford	RNRMRR	Yamaha	600	RNRM
519	Eric Telger	RAF Croughton	RAF MSA	Yamaha	600	RAF

TEAM STANDINGS

1	BRITISH ARMY RACE TEAM	155
2	RAF MOTORSPORTS TEAM	127
3	ROYAL NAVY / ROYAL MARINES	78

INDIVIDUAL STANDINGS

1	Leon Wilton	Army	91
2	Peter Brown	Army	85
3	Eric Telger	RAF	48
4	Paul Cunvin	RAF	49
5	Richard Spencer-Fleet	Army	41
6	John Miller	Army	39
7	Mick Riddle	RAF	36
8	Rob Vickerman	RAF	27
9	Max Wilmot	RNRM	25
10	Stuart Goodson	RNRM	19



THUNDERSPORT GB

RACE CLASS INFORMATION



As Race Organisers & Promoters we must continually adapt the race classes we run to accommodate the wide range of machinery that is available to compete on. With the modern sportsbike classes this generally falls into line with the various National and International factory supported series such as World Superbikes and British Superbikes. However, some of the very best racing takes place on machinery that you wouldn't immediately associate with an ideal base for a race bike. I don't think Mr Honda looked at the first CB500 to roll off of the production line and thought "***I bet that would make a great race bike!***"

Well the truth is that pretty much anything with 2 wheels and an engine makes a pretty good race bike if is racing against something of fairly equal power / weight / technology. Have a quick search on the internet for "***Underbone Racing***" and you'll find some of the craziest and closest racing you've ever seen with Indonesian kids riding stripped down 125cc chicken chasers around the streets of Manila.

As promoters and Organisers we have to come up with not only races to cater for pretty much anything that riders can afford, but at the same time it has to make financial sense for us as the bills we have to pay to put events on are eye-watering and scary in equal measure.

So the "***Colonel Sanders 125 Chicken Chaser Grand Prix***" will probably never come to a mainstream British circuit, but we do have an incredibly wide range of classes here at Thundersport GB that you won't see anywhere else.

Here is a brief description of our classes (*this is an outline only - please see full technical regs for more info*):-

Thundersport GP1

These are the big capacity Open Class bikes featuring the latest Superbike & Superstock specification machinery. There are very few restrictions on what you can do to these bikes as long as they comply with the standard ACU safety regulations. Even active suspension is technically permitted, although it rarely appears as the off the shelf systems are not fully developed yet.

We run 3 different levels of championship for these bikes dependant on each riders licence grade and experience.

Elite riders are generally National Licence holders or Clubman Licence holders who have a track record of excellence in previous seasons.

Sportsman riders are generally Clubman Licence holders or newly qualified National Licence holders or sometimes riders coming from the smaller classes with limited experience.

Cup class riders are Intermediate Novice Licence holders or Clubman Licence holders with less experience than that required to move into the Sportsman/Elite classes.

Cubic Capacity	From 500 (2-stroke GP) or 700cc (4-stroke)	Up to 750 (2-stroke) or 1200 (4-stroke)
Dry Tyres	No Restrictions on Brand	Slick or Treaded
Wet Tyres	No Restrictions on Brand	Full Wet or Rain
Minimum Weight	100kg (2-Stroke) or 135kg (4-stroke)	
Engine Tuning	Any Tuning Permitted	No Turbo or Superchargers
Electronics	Any Electronics	No Ship to Shore Data Transmission

Thundersport 600 (including Pre-National 600)

These are the middleweight bikes featuring the latest Supersport & Superstock specification machinery. There are a few more restrictions on what you can do to these bikes, but generally tuning and suspension upgrades are allowed as long as they comply with the standard ACU safety regulations. Active suspension and slick tyres are not permitted in these classes.

We run 4 different levels of championship for these bikes dependant on each riders licence grade and experience.

Elite riders are generally National Licence holders or Clubman Licence holders who have a track record of excellence in previous seasons.

Sportsman riders are generally Clubman Licence holders or newly qualified National Licence holders or sometimes riders coming from the smaller classes with limited experience.

Pre-National Sport class riders are Intermediate Novice Licence holders or Clubman Licence holders with less experience than that required to move into the Sportsman/Elite classes.

Pre-National Freshman riders are Novice or Intermediate Novice riders with less than 5 days race experience prior to the start of each season.

Cubic Capacity	From 401cc 4-stroke	Max 636 (4-cylinder) or 675 (3-cylinder) or 850 (2-cylinder)
Dry Tyres	No Restrictions on Brand	Treaded Only
Wet Tyres	No Restrictions on Brand	Full Wet or Rain
Minimum Weight	161kg - 172kg (model specific)	
Engine Tuning	Any Tuning Permitted	No Turbo or Superchargers
Electronics	Any Electronics	No Ship to Shore Data Transmission

Thundersport GP1 Classic & Golden Era Superbikes

Around the year 2000 everything changed in the world of Superbikes with first the Yamaha R1 and then the first generation of Suzuki GSXR 1000s usurping the older 750cc homologation specials of the previous era. At that point we created a class for those great 750s and the Ducati 996s that raced against them called Golden Era Superbikes. Then with the advent of modern electronics the original first generation R1s and GSXRs suffered the same fate, so we created GP1 Classic to preserve this fantastic era of racing where most of the skill rested with the riders right wrist.

The two classes now share a grid and compete against each other in a very competitive format.

GOLDEN ERA SUPERBIKE (up to 1999 homologated models)

Cubic Capacity	601 (4-cylinder) 760 (2 & 3 cylinder)	750 (4-cylinder) 1000 (2 & 3-cylinder)
Dry Tyres	No Restrictions on Brand	Slick or Treaded
Wet Tyres	No Restrictions on Brand	Full Wet or Rain
Minimum Weight	145kg (4-stroke)	100kg (2-stroke)
Engine Tuning	Any Tuning Permitted	No Turbo or Superchargers
Electronics	Only Period Quickshifters	No Ship to Shore Data Transmission

THUNDERSPORT GP1 CLASSIC (up to 2002 homologated models)

Cubic Capacity	601 (4-cylinder) 760 (2 & 3 cylinder)	1000 (4-cylinder) 1200 (2 & 3-cylinder)
Dry Tyres	No Restrictions on Brand	Slick or Treaded
Wet Tyres	No Restrictions on Brand	Full Wet or Rain
Minimum Weight	145kg (4-stroke)	No 2-strokes
Engine Tuning	Any Tuning Permitted	No Turbo or Superchargers
Electronics	Only Period Quickshifters	No Ship to Shore Data Transmission

Golden Era Supersport & Steelsport (up to 2002 homologated models)

Supersport racing has always been the most frantic form of sportsbike racing and back in the 1990s this class were unkindly (but deservedly) labelled the "Axe Murderers" by many pundits. I remember parents ushering their children to safety when the Supersports were on their way to the grid and many of us thrived on that edgy reputation.

The first Yamaha R6 in 1998 changed the game and the older steel framed Honda CBRs that had dominated the class became the equivalent of taking a knife to a gunfight. As with the Superbike class, the advent of the next generation of fuel-injected bikes made these older carbies almost obsolete as well, but the racing was so good that we now preserve both Steelies and Carbies together on this very competitive grid in their own classes.

Cubic Capacity	from 401 (2 & 4-cylinder)	to 600 (4-cylinder) & 750 (2-cylinder)
Dry Tyres	No Restrictions on Brand	Treaded Tyres Only
Wet Tyres	No Restrictions on Brand	Full Wet or Rain
Minimum Weight	145kg (4-stroke)	No 2-strokes
Engine Tuning	Any Tuning Permitted	No Turbo or Superchargers
Electronics	Only Period Quickshifters	No Ship to Shore Data Transmission

Thundersport 500

This class is the cheapest form of mainstream racing in Europe. The bikes are cheap, basically standard with plentiful supplies of second hand spares. The racing itself is some of the closest and most competitive anywhere and the riders push these little commuter bikes well beyond anything they were originally designed for.

Due to the incredibly high numbers of riders we run 4 classes:-

Thundersport 500 Elite –

These are the best riders in the class and would all be very competitive in any other class if they had the budget and desire to move categories.

Thundersport 500 Sportsman –

These riders are still fairly inexperienced and are generally in the 2nd or 3rd year of competition.

Thundersport 500 Freshman –

These are Novice Licence holders who have less than 5 race days experience at the start of the season.

Thundersport 500 Seniors –

These are riders of any licence grade who are over 40 years old on 1st March of the relevant year.

Cubic Capacity	500cc (2-cylinder 4-stroke)	Honda CB500 - Kawasaki ER5 & Suzuki GS500
Dry Tyres	Dunlop Sportmax Control Tyres	Treaded Tyres Only
Wet Tyres	Dunlop Wet Control Tyres	Full Wet or Rain
Minimum Weight	140kg	All models
Engine Tuning	No Tuning	No Turbo or Superchargers
Electronics	No Electronics	Standard loom & ECU

Thundersport GP3 Superteens & GP2 Cup

The most successful junior championship in northern Europe is the Superteen Challenge, which has produced no less than 4 World Champions, 14 British Champions and a massive haul of Grand Prix and other International race victories since its inception way back in 1996.

Originally running as a one make class, before morphing into a miniature Supersport class on production based machinery, the one consistent thing has been the close racing that produces future champions. Riders can begin to compete in this class at just 12 years old and continue right up until they are 21 years old if they so wish.

It isn't actually rocket science, you simply need to pool as many of the up and coming racers together on fairly equal machinery and their sheer determination to improve does the rest. Here they get plenty of great quality track time and real world competition.

The GP2 Cup element provides a place for the more torquey 400cc variants such as the Kawasaki Ninja 400 to compete in their own category without affecting the smaller capacity bikes unfairly.

Thundersport GP3 Superteens -

Cubic Capacity	from 125 (2-stroke)	300 (twin cylinder 4-stroke) 390 (single cylinder 4-stroke)
Dry Tyres	No brand restrictions	Treaded Tyres Only
Wet Tyres	No brand restrictions	Full Wet or Rain
Minimum Weight	118kg (2-stroke)	155kg (4-stroke)
Engine Tuning	Minimal Tuning	No Turbo or Superchargers
Electronics	Quickshifters Permitted	Kit Loom and ECU Permitted

Thundersport GP2 Cup

Cubic Capacity	from 125 (2-stroke)	400 (4-stroke twin or single cylinder)
Dry Tyres	No brand restrictions	Treaded Tyres Only
Wet Tyres	No brand restrictions	Full Wet or Rain
Minimum Weight	118kg (2-stroke)	155kg (4-stroke)
Engine Tuning	Minimal Tuning	No Turbo or Superchargers
Electronics	Quickshifters Permitted	Kit Loom and ECU Permitted

Thundersport GP2-Supertwins

By its very nature GP2-Supertwins is much more difficult to summarise, but we'll give it a bash.

Supertwins don't actually have to be twin cylinder bikes at all, they can be up to 2 cylinders, meaning that 4-stroke singles are also permitted. There are also variations in the rules dependent on whether a machine is water-cooled or air-cooled due to the different technologies involved.

This is very much designed to be an engineers class, where freedom to invent and create is encouraged. Even though the GP1 class does also have a lot of freedom to do this, the gains are often very small due to the highly advanced nature of modern Superbikes.

With the machines that make up the GP2-Supertwin class the base models are often a lot more basic and therefore the tuning gains can be huge. It also helps in this respect as the bikes are cheaper to start with and thus more of the budget can be used for improving the bike.

Cubic Capacity	from 350 (single cylinder)	700 (4-cylinder w/c) 820 (4-cylinder a/c) or 750 (1-cylinder)
Dry Tyres	No brand restrictions	Slick or Treaded
Wet Tyres	No brand restrictions	Full Wet or Rain
Minimum Weight	102 kg (up to 450cc)	128kg (up to 820cc)
Engine Tuning	No Tuning Restrictions	No Turbo or Superchargers
Electronics	Any Electronics	No Ship to Shore Data Transmission

Stocktwins

As the name implies, these are fairly standard twin cylinder machines with no tuning and very limited cycle parts upgrades to limit the costs involved. Favourite models are the Suzuki SV 650 and its derivatives and the Kawasaki ER6. There is a dispensation on capacity for 2-valve air-cooled machines which sees them benefit from a capacity hike to 820cc. A well ridden Stocktwin can get in amongst the GP2-Supertwins and give them a real race despite the power deficit. This is yet another very cost effective racing class.

Cubic Capacity	from 400cc	650 (4-cylinder w/c) or 820 (4-cylinder a/c)
Dry Tyres	No brand restrictions	Treaded Tyres Only
Wet Tyres	No brand restrictions	Full Wet or Rain
Minimum Weight	Not less than 15% under the standard motorcycle homologated weight	
Engine Tuning	No Engine Tuning	No Turbo or Superchargers
Electronics	No Quickshifters Permitted	No Ship to Shore Data Transmission

We Play a Sweeper System!

If you're not into football, that joke probably went over your head.....



This oil spill (on an already wet track) went from the exit of Barn Corner to the middle of Coppice. A distance of some 480 metres....

The Stuff of Nightmares!

One of the most difficult things to deal with as a Clerk of the Course is an extensive oil spillage in the wet - it is the stuff of nightmares! Rider & Marshal Safety are always paramount, but never more so than when dealing with oil. Such things have brought about the complete cancellation of even the highest profile meetings in the past. BSB at Brands Hatch in 2012 lost 80% of the programme due to an oil spill in these conditions and even Moto-GP at Assen lost an entire day after a Moto-2 machine dropped oil on a wet track.

So a 480 x 8 metre spillage at Cadwell Park could have been a disaster - and here is the football reference:- that is 3,840 square metres which is slightly LARGER THAN A FULL SIZED FOOTBALL PITCH! - That's a lot of oil to clean up. So how do you deal with that when the clock is ticking and you have 300+ eager riders in the paddock wanting to race their bikes? - It is vital to get all the cleaning kit on scene as fast as possible. To aid that process we carry Detergents, Neutralisers, extra brushes and fluids on both of our recovery vans - and of course we have a loyal band of well trained and willing marshals to put these supplies to good use.

This Cadwell Park spill took 48 minutes to completely clean and we used 2 tonnes of fresh water, 68 litres of detergent, 24 litres of neutraliser, 42 brooms and one pressure washer to do the job.

When the job is done it is the responsibility of the Clerk of the Course to satisfy himself/herself that the circuit is 100% safe to begin racing again. The diligent work of our marshals, recovery crews, startline officials and circuit staff made that a very easy call - I don't think that section of track has ever been so clean.

Of course the patience of all of our competitors is very much appreciated in incidents like this and that bond of two way trust that exists between us is very much valued by all of the Officials & Marshals.

Thank you one and all

Dave

COME & JOIN THE A-TEAM!

The sense of achievement at the end of a busy weekend is on a par with that experienced by even the most ardent adrenaline-junky rider.

If you'd like to find out more about becoming part of the team, just contact our Chief Marshal John Pedersen (thundersportchiefmarshal@gmail.com) or by using the link on the Marshals & Officials page of www.thundersportgb.com or leave your details in the Paddock Office and we will contact you.

You won't regret it and it could change your life.





motorsport UK

PREVENT THE SPREAD OF CORONAVIRUS

**WHAT SHOULD I DO TO PREVENT
CATCHING AND SPREADING THE VIRUS?**



**WASH HANDS FREQUENTLY
WITH SOAP AND WATER
OR USE SANITISER GEL**



**CATCH COUGHS
AND SNEEZES WITH
DISPOSABLE TISSUE**



**THROW AWAY USED
TISSUES
(THEN WASH HANDS)**



**IF YOU DON'T HAVE A
TISSUE USE YOUR SLEEVE**



**AVOID TOUCHING
YOUR EYES, NOSE
AND MOUTH WITH
UNWASHED HANDS**



**AVOID CLOSE CONTACT
WITH PEOPLE WHO ARE
UNWELL**



Further online advice on the latest information and advice can be found here:
Coronavirus (COVID-19): latest information and advice:
www.gov.uk/guidance/coronavirus-covid-19-information-for-the-public
Advice for people travelling abroad, please check the updated foreign advice:
www.gov.uk/guidance/travel-advice-novel-coronavirus

