

BRIGHTON & HOVE MOTOR CLUB
PRESENTS

THE FROSTS BRIGHTON NATIONAL SPEED TRIALS

SATURDAY 10th SEPTEMBER 1994
ON BRIGHTON SEAFRONT 9am—6pm
Sponsored by

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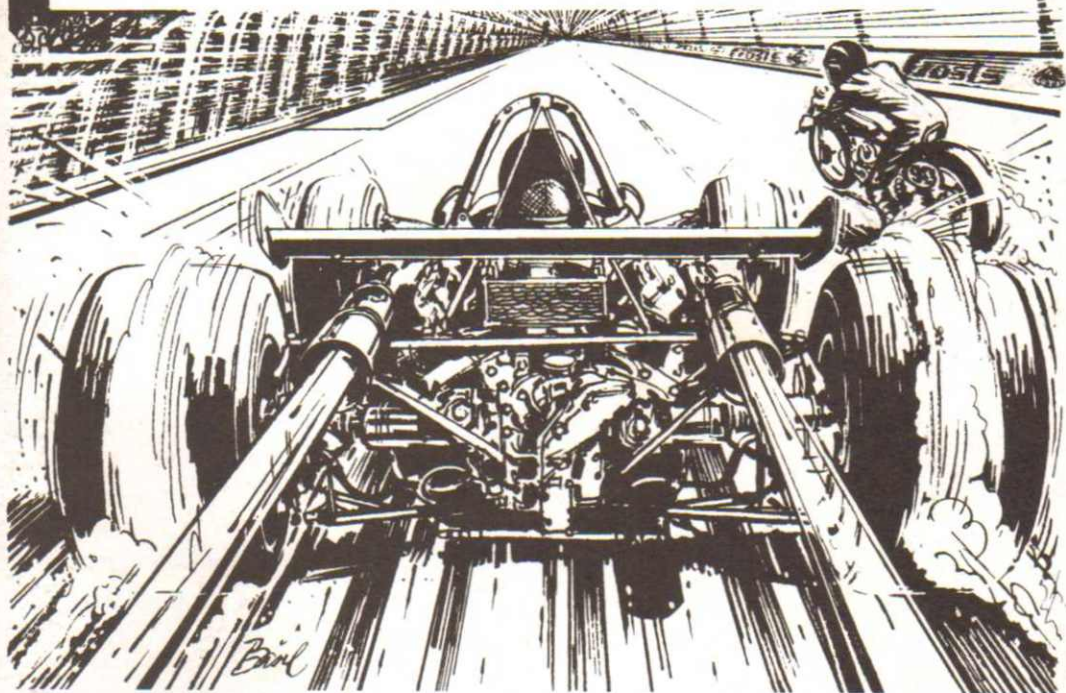
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FROSTS CARS LIMITED

The 1994 Brighton National Speed Trials promises to be an exhilarating occasion and Frosts are pleased to continue with their sponsorship of this prestigious event.

Since the opening of the first Frosts garage in 1953, we have been offering advice and helping Sussex community throughout each stage of their motoring lives. Still a privately run firm today, we are continuing to fulfil the needs of our customers by offering a complete motorists package, including Sales, Service, Parts and Body Repair, in four Authorised Franchises; Vauxhall, Jaguar, Jeep and the highly specialised Lotus Carlton.

With a long tradition of customer care and satisfaction, we have developed into the largest and most progressive, privately owned Vauxhall Dealership in the county. Our extensive and modern showrooms at both Shoreham and Haywards Heath offer a full range of cars, including the new Monterey, Tigra and Omega, as well as a host of commercial cars and vans to suit the business user. Our professionalism is further reflected as an approved Network Q dealership and as a Motability Specialist, providing reliable and comfortable transport for the less able in our community.

Also based in Shoreham is the Frosts Performance showroom, housing the world's fastest production saloon - the Lotus Carlton, alongside the luxurious range of Jaguar Executive Saloons and the robust and increasingly popular Chrysler Jeep range of four-wheel drive vehicles, plus the latest Series II Lotus Elan and the incredible Viper.

Over the years, company policy has advocated reinvesting profits to improve customer service and this is achieved with the addition of our Body Repair Centre at Small Dole. Encompassing specialist technology and equipment of such a high standard that we have reached the status of Approved Insurance Repairers for the country's 12 major insurance companies, enabling customers to benefit from instant estimates and the carrying out of most major repairs on the spot. The Centre is the only Approved Jaguar Body Repair Centre of Excellence in Sussex, A Vauxhall Approved Centre and one of only four Lotus Approved Body Repair Centres in the country.

Of course none of this would have been possible without the support of our customers in the local community and for this reason we have dedicated ourselves to sponsoring local events, such as the Brighton National Speed Trials, the South of England Show and the Adur Bath Tub Race, as well as supporting local charities from Barnados to Cancer Relief.

So even more than before, the professionalism of Frosts, together with the classic quality of Jaguar, Chrysler Jeep, Lotus and Vauxhall guarantee you unequalled excellence in the motoring world.

We would like to extend our best wishes to both spectators and competitors for a successful and enjoyable day.

Frosts - A Fresh Approach to Motoring



Message from the Mayor of Brighton Councillor Tehmtan Framroze

I am delighted to send this message of greeting and goodwill to all who are to visit Brighton on 10 September in order to participate in or to witness the 1994 Brighton National Speed Trials.

The excitement and technical skills of the Trials - the longest established annual event on Brighton seafront are always popular with both Brightonians and visitors.

Each year the event produces an atmosphere of combined interest, sportsmanship and excitement which is very much enjoyed by both local residents and people visiting the town.

For those participants who are visiting Brighton for the first time, I hope you will take the opportunity to see something of our town whilst you are here.

My very best wishes for a safe and successful event.

MAYOR OF BRIGHTON



Motor racing is dangerous and persons attending this meeting do so at their own risk.

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AVAILABLE DURING THE DAY**

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Brighton Speed Trials - 1905 to 1994

It was in 1905 that this stretch of Brighton seafront was first used for trials of speed for the new-fangled and much hated "horseless carriage" . A four-day national festival of motor races was the forerunner of what by 1932 became an annual one-day event in which many of the famous names in motor racing subsequently competed.

The 1905 events, although a great success for the town, gave rise to big problems for the Mayor and members of the Corporation. A body of ratepayers subsequently obtained a High Court ruling that the £3,050 spent in resurfacing Madeira Drive prior to the Speed Trials was "wasteful, extravagant, and unnecessary, and therefore illegal" so the Mayor and the Corporation members had to foot the bill out of their own pockets. Fortunately for them, however, the Court of Appeal reversed the ruling and in 1907 they all got their money back.

Not surprisingly the Corporation lost its enthusiasm for the Speed Trials after that scare and they were not held again until the Brighton & Hove Motor Cycle and Light Car Club revived the event in 1923. They took place again in 1924 only to be suspended once more when a police ban prohibited motor racing on public roads for safety reasons. The present organisers, Brighton & Hove Motor Club, revived the event again in 1932 when it was established that Madeira Drive was not a public road because it was owned by the Corporation who could close it at will and thus escape the police ban. This time the revival of the Speed Trials proved more lasting as it is now 62 years since the 1932 event and ever since then Brighton & Hove Motor Club have run the event annually, apart from 1939 to 1945 and one other year when an accident necessitated a safety review. Two changes to the event have been introduced this year with safety in mind. The course has been shortened to a quarter of a mile and the Racing Car Classes are limited to 2000 c.c. engine size: the spectacle of speeds approaching 150 mph can nevertheless still be expected.

Like last year's event today's is sponsored by Frosts Cars Limited and the organisers competitors, spectators and everyone else concerned can be grateful to Frosts for their continued participation and support. This event is the oldest competition in the entire British motor sport calendar and we are all happy that it can continue under the title, The Frosts Brighton National Speed Trials.

John Bidwell
Vice-President B. & H.M.C.

OUTRIGHT COURSE RECORD

8.90 secs. by John Gray (SPA Judd GV10) in 1993

COURSE RECORD FOR MOTORCYCLES

9.51 secs. by Ian King (Suzuki Turbo) in 1993

THE FROSTS

BRIGHTON NATIONAL SPEED TRIALS

Saturday 10th September 1994

Held under the General Regulations of the RAC Motor Sport Association Ltd. (incorporating the provisions of the International Sporting Code of the F.I.A.) and the Supplementary Regulations.

TIMETABLE

0800	Signing on followed by scrutineering
0900 - 1130	Practice
1130 - 1300	Morning timed runs
1300 - 1400	Entertainment by Frosts Cars Ltd.
1400	Afternoon timed runs.
1830 (approx.)	Prizegiving

OFFICIALS

Stewards of the Meeting	— Peter Cooper (RACMSA)
	— Jim Broadey, Doug Jennings
	— A.C.U. Steward to be advised
	— Phil Manzano, Dennis Taylor
Clerk of the Course	— Tony Johnstone
Assistant Clerks of the Course	— John King, Barry Couzins
Secretaries of the Meeting	— Mrs Pat Burns, John Bidwell
Secretary of Motorcycle Meeting	— Jayne Standing
RACMSA Chief Scrutineer	— Geoff Roberts
RACMSA Chief Timekeeper	— Robin Hutton
RACMSA Noise Inspectors	— Alan Foster, Den Dubber
Hon. Medical Officer	— Dr. Paul Mangat
Chief Course Marshal	— Gary Robertson
Chief Gate Marshal	— Ken Robertson
Chief Paddock Marshal	— Terry Armstrong
Chief Assembly Area Marshal	— Peter Wheatley-Crowe
Chief Start Marshal	— David West
Black Rock Paddock Marshal	— Nigel Thomas
Course Controller	— Howard Small
Commentator	— Marcus Pye
VSCC Commentator	— Norman Goodman
Results	— Geoff Cooper

ACKNOWLEDGEMENTS. . .

The Organisers wish to thank Frosts Cars Ltd for their generous sponsorship of this event and the following whose help is greatly appreciated:

The Deputy Mayor of Brighton (Councillor Sheila Schaffer)

The Worshipful the Mayor of Hove (Councillor Leslie A. Hamilton)

Brighton Arts and Leisure Services

The Chief Superintendent of Brighton Police

The St. John Ambulance Brigade

Westbourne Motors for use of breakdown vehicles

The 750 M.C. Rescue Unit for fire appliances

Pountney Tyres Ltd

and last, but by no means least, all the marshals: Brighton National Speed Trials could not take place without them.

LIST OF AWARDS

The Club Trophy, replica and £200 — for the best time of the day by a car.

The Brighton Trophy, replica and £100 — for the second best time of the day by a car.

The Chater Lea Trophy and replica — for the best time by a lady driver.

The Dolphin Trophy, replica and £50 — for the best time by a motorcycle.

The S & S Engines Ltd. Award — for the second best time by a motorcycle.

The Sussex Trophy, replica and £30 — for the best time by a motorcycle and sidecar.

The Heron Suzuki Trophy — for the best time by a Suzuki motorcycle.

The Frosts Trophy — for the best time by a Lotus car.

The Dave Wilson Memorial Trophy and replica — for the best time by a GTD 40.

The Benn Trophy and replica — for the best time by an MG.

The Endeavour Trophy and replica — for the best time by a B&HMC member driving a Ford saloon car.

*B **The Walter Edlin Trophy and replica** — for the best time by a B&HMC member in a car.

*C **The London Car Club Trophy** — for the best time by a Member of the London Car Club.

*U **The University Motors Cup** — for the best time by an Austin Healey Club Member driving an Austin Healey in Classes 1 or 2.

*S **The Southern Carburettors Cup** — for the best time by an Austin Healey Club Member driving an Austin Healey in Class 3.

*Q **The Equipe Brutoni Salver** — for the best time by a member of the 500 Owners Association driving an Historic 500cc Racing Car.

*V **The Vintage Sports Car Club Trophy** — for the winning V.S.C.C. member in Class 8 (on handicap).

The Alpine Renault A110 Trophy — for the best time by an Alpine Renault A110 car.

*See key on Page 14

The R.L. McGhie Trophy and replica — for the winner of the B&HMC Handicap Class.

The King Cup and replica — for the best time in Class 1.

The President's Trophy and replica — for the best time in Class 2.

The Seymour Trophy and replica — for the best time in Class 3.

The Moores of Brighton Trophy and replica — for the best time in Class 4.

The Carter-Shaw Trophy and replica — for the best time in Class 5.

The Shell Trophy and replica — for the best time in Class 6.

The Forrest Lycett Trophy and replica — for the best time in Class 7.

The Sidney Tidy Trophy and replica — for the best time in Class 8.

The Dennis Smith Cup and replica — for the best time in Class 9.

The Midgley Trophy and replica — for the best time in Class 10.

The Eugene Quèro Memorial Trophy and replica — for the best time in Class 11.

The Half Moon Trophy and replica — for the best time in Class 12.

A Second Class Award will be presented in all classes with 6 or more starters.

VINTAGE AND HISTORIC RACING

The Vintage and Historic Class was introduced in 1985 to meet the enthusiasm for old racing and sports cars.

Large capacity cars dominate the class this year and expert aviator Tony Bianchi, last year's winner, will try for another win with the 6.4 litre Cadillac Allard. Long time Brighton competitor Bob Burrell, a past winner here at Madeira Drive, will provide sporting opposition with the powerful V12 8 litre supercharged Bentley.

As well as an outright class winner, we have a race within a race; the VSCC Handicap. During recent years we have had many fine examples of vintage cars entered and this year is no exception.

Max Beddow and Tom Delaney drive 1½ litre supercharged Lea Francis Hypers. Well known author and racing driver Rivers Fletcher has entered an evocative Double Twelve MG. David Venables, as always, will try hard with the Fiat Ballila.

The smallest car in the class, the supercharged Austin Seven single seater, driven by Michael Fitzmaurice and running on methanol, will be quick on the day. While the supercharged MG of Kip Waistell goes faster every year. Well known VSCC competition driver Annabel Jones combines good looks with good driving and with the fast 1½ litre Frazer Nash 'Patience' must be well in contention. However, Elizabeth Wigg in the supercharged litre 1½ MG could pull a win out of the hat.

My bet is a lady to win the VSCC Trophy this year.

Norman Goodman

ENTRY LIST

Brighton and Hove M.C. Handicap. One run only.

	Entrant	Car	c.c.	Handicap
21.	John Pozniak	Porsche 911	2994	-2.5
22.	Ron Hill	BMW M5	3430	-2.5
23.	Bill Goodall	Ferrari 275GTB	3300	-2
24.	Martin Pester	Mini Cooper	1293	-3.5
25.	Graham Cave	Caterham Super Seven	1600	-3
26.	John Thompson	MGB	1800	-3.5
27.	Geoff Styring	Porsche 911	3500 T/C	-0.5
28.	Brian Tyrer	Morgan Plus 8	3500	-0.5
29.	Simon Hicks	Sierra Cosworth RS500	1993 T/C	-0.5
30.	Trevor Phillips	Sylva Fury	2060	-1.5
31.	Geoffrey Delaney	Lea Francis Hyper	1496 S/C	-6
33.	David Venables	Fiat Balilla	995	-7.5
34.	Brian Pepper	GTD 40	5000	-1
35.	Mark Perry	Sierra RS Cosworth	1996 T/C	-0.5
36.	Cathy Casey	Fiesta RS 1800	1796	-4
37.	Bob Appleby	Porsche 911S	1991	-3
37A.	Chris Appleby	Porsche 911S	1991	-3.5
38.	Lance Richards	Capri Mk1	5000	scratch
39.	Mack Ticehurst	Astra 16V GSi	1998	-2

Class 1. Modified Production Cars up to 1400 c.c.

	Entrant	Car	c.c.
	42. Andrew Mathis	Morris Cooper S	1300
	43. Gerry Arthur	Fiesta S	1400
	44. Steven Alecock	Davrian Mk6	1120
B	45. Brighton & Hove Motor Club (Dvr. Alan Levell)	A40	1293
	46. Ken Banks	Davrian Mk7	1120
	47. Ian Clark	Austin Mini	1293
B	48. Brighton & Hove Motor Club (Dvr. Martin Pester)	Austin Cooper	1293

Class Record — Ken Banks, Davrian Mk7, 13.08 secs. — 1993

Class 2. Modified Production Cars over 1400 c.c. and up to 2000 c.c.

	Entrant	Car	c.c.
	54. Mike Smith	Caterham HPC7	1998
B	55. Brighton & Hove Motor Club (Dvr. Graham Cave)	Caterham Super Seven	1600
	56. Chris Fulke-Greville	Toyota Corolla GT	1587
	57. Bill Tester	Westfield SE1	1700
	58. Jim Rutherford	Westfield SE1	1700
	59. David Hurn	Dutton B+	1700
	61. John Thompson	MGB	1800

Class 2. (Continued)

	Entrant	Car	c.c.
B 62.	Brighton & Hove Motor Club (Dvr. Gary Haffenden)	105E Anglia	1498
B 63.	Brighton & Hove Motor Club (Dvr. Jim Leach)	Renault 5GT	1393 T/C
64.	Peter Turner	Lotus Elan	1600
65.	Simon Sapsted	Lotus Cortina Mk1	1558
B 67.	Brighton & Hove Motor Club (Dvr. Bob Appleby)	Porsche 911S	1991
68.	Peter Garton	MGB	1950

Class Record — Mike Smith, Caterham HP7, 11.78 secs. — 1993

Class 3. Modified Production Cars over 2000 c.c.

	Entrant	Car	c.c.
B 70.	Nick White	TVR 350i	3500
71.	Simon Paul	MG Montego	1994 T/C
72.	Dave Rochester	Jaguar XJV8	4500
73.	Craig Jones	Morgan Plus 8	4500
74.	Chris Adams	Ferrari 308 GT4	2926
75.	Bob Smith	MG Montego	1994 T/C
76.	Ian Mason	Aston Martin DB3S	2900
B 77.	Brighton & Hove Motor Club (Dvr. Richard Lamb)	Opel Manta	2400 T/C
77A.	Marc Price	Opel Manta	2400 T/C
B 78.	Brighton & Hove Motor Club (Dvr. Geoff Styring)	Porsche 911	3500 T/C
79.	Marco Cucinotta	Opel Manta	2400 T/C
80.	Peter Pringle	Aston Martin DBS V8	5340
81.	Harry Wyndham	Jaguar E Type	4200
B 82.	Brighton & Hove Motor Club (Dvr. Brian Tyrer)	Morgan Plus 8	3500
83.	Chris Orthodoxou	Plymouth 'Cuda	7200
84.	James Richardson	Opel Manta	3000 S/C
84A.	Bob Richardson	Opel Manta	3000 S/C
85.	Peter Narancic	Opel Manta	1979 T/C
86.	Ian Jowitt	Rover SD1	4000 T/C
87.	John Harrison	Mercury Cougar	5700
88.	Peter Reason	TVR Griffith	4997
89.	Daniel Flanagan	MGB	3500
89A.	David Flanagan	MGB	3500
90.	David Brodie	Sapphire RS500	2000 T/C
91.	David Hicks (Dvr. Ian Flux)	Sierra Cosworth RS500	1993 T/C
B 92.	Brighton & Hove Motor Club (Dvr. Ron Hill)	BMW M5	3430
B 93.	Brighton & Hove Motor Club (Dvr. Bill Goodall)	Ferrari 275 GTB	3300
94.	Gordon Hayes	Porsche 911	3300 T/C
95.	Vic Young	MGC GT	2912

Class 3. (Continued)

	Entrant	Car	c.c.
96.	Trevor Seckel	Austin Healey	3000
97.	Brighton & Hove Motor Club (Dvr. Bob Oram)	Jaguar E Type	3900
98.	Peter Sullivan	MGC	2960
99.	Steven Hiller	Triumph TR7	3500
B 100.	Brighton & Hove Motor Club (Dvr. John Pozniak)	Porsche 911	2994
101.	Paul Fisher	Porsche 911	2700
102.	BBC Top Gear Magazine (Dvr. Tiff Needell)	Audi RS2	2226 T/C
103.	Norman Lefton	Ford Escort Cosworth	1993 T/C

Class Record — Barrie Lines, TVR Tuscan, 11.49 secs. — 1993

Class 4. Clubmans Sports Cars

No Entries

Class Record — Brian Horne, Mallock Mk 20/24, 11.43 secs. — 1993

Class 5. Sports Libre Cars up to 1300 c.c.

	Entrant	Car	c.c.
115.	David Standing	Mallock Mk14	1300

Class Record — Mark Britt, OMS SC1/01, 11.68 secs. — 1993

Class 6. Sports Libre Cars over 1300 c.c. up to 1600 c.c.

	Entrant	Car	c.c.
119.	Robin Cooke	Mini Clubman	1598

Class Record — Peter Askew, Morgan 4/4, 13.61 sec. — 1993

Class 7. Sports Libre Cars over 1600 c.c.

	Entrant	Car	c.c.
129.	Simon Frost	Dodge Viper	7997
B 130.	Brighton & Hove Motor Club (Dvr. Trevor Phillips)	Sylva Fury	2060
B 131.	Brighton & Hove Motor Club (Dvr. Sheila Tiller)	Allard J2	7342
B 131A.	Brighton & Hove Motor Club (Dvr. James Tiller)	Allard J2	7342
133.	Alan Barlow	GTD 40	4942
134.	Derek Jones	Panther Lima	2279

Class 7. (Continued)

	Entrant	Car	c.c.
	135. David Barwell	Kougar	4200
	136. Graham Paddick	Kougar	3800
	137. Richard Lane	Triumph Stag	6300
	138. Al Quinnell	Kougar	4200
	139. Robert Fryer	Dutton Phaeton	4543
	140. Cheng Lim	RAM SC	7500
B	141. Brighton & Hove Motor Club (Dvr. Dominic Durkan)	BMW Touring	3500
	142. David Brodie	Dax Rush	2000 T/C
	143. Brian Shrimpton	Kougar	3800
	144. Andrew James	Kougar	4235
	145. Robin Batt	GTD 40	4942
	146. Richard Hall	Sylva Phoenix	2300
	147. Les Edmunds	BRD TS001	4500
	148. Rodney Barbour	Kougar	3781
	149. Malcolm Macadam	GTD 40	4900
B	150. Brighton & Hove Motor Club (Dvr. "Grm" Green)	Sylva Striker	2600
B	151. Brighton & Hove Motor Club (Dvr. Mark Hammond)	Skoda Estelle	1660
	152. Roy Smart	GTD 40	5000
	153. Simon Sharp	Jaguar D Type Replica	4200
	154. Chris Pegg	Escort RS	4000
	155. Graham Hathaway	Ford RS200E	2100 T/C
	156. Ray Christopher	Austin Mini	4942

Class Record — Les Edmunds, BRD TS001, 10.44 secs. — 1993

Class 8. Vintage and Historic Racing and Sports Cars

	Entrant	Car	c.c.
V	163. David Venables	Fiat Balilla	995
V	164. Steve Roberts	Frazer Nash Super Sports	1496
V	165. Tom Delaney	Lea Francis Hyper	1496 S/C
V	166. Tony Seanson	HRG	1496 S/C
V	167. Annabel Jones	Frazer Nash "Patience"	1496
V	168. Kip Waistell	MGL	1086 S/C
V	169. Bob Burrell	Bentley Royce V12	8000 S/C
V	170. Rivers Fletcher (Dvr. Elizabeth Wigg)	MGL2	1492 S/C
V	171. Rivers Fletcher (Dvr. Elizabeth Wigg)	MG Double Twelve	847
B	173. Roger Murray-Evans	Allard K Type	5980
V	174. Michael Fitzmaurice	Austin Seven	747 S/C
V	175. Norman Goodman	Riley Brooklands	1087
V	176. Max Beddow	Lea Francis	1496 S/C
V	177. John Mowatt	Morgan 4/4	1486
V	178. Tony Bianchi	Allard Farrellac	6400

Class Record — Tony Bianchi, Allard, 13.19 secs. — 1993

Class 9. Racing Cars up to 500 c.c.

	Entrant	Car	c.c.
Q 180.	Bob Dew	Cooper Mk5	500
Q 181.	Paul Hewes	Cooper MkXI	500
Q 182.	Ian Agnew	Emeryson F3	500
Q 183.	Equipe Brutoni (Dvr. Frank Bruce-White)	Flash Special	500
Q 184.	Murray Maclean	Squanderbug	500

Class Record — Frank Bruce-White, Flash Special, 16.06 secs. — 1993

Class 10. Racing Cars over 500 c.c. up to 1100 c.c.

	Entrant	Car	c.c.
188.	Bill Friend	Lotus III c	749
189.	Stuart Olley	Arcos 9	850
190.	David Ayling	DRA SC/01	1002

Class Record — Stuart Olley, Arcos 9, 17.53secs. — 1993

Class 11. Racing Cars over 1100 c.c. up to 1600 c.c.

	Entrant	Car	c.c.
194.	Roger Mathis	VRM S5	1584
195.	Tina Moon	Van Diemen RF84	1600
195A.	Neville Moon	Van Diemen RF84	1600
196.	Peter Stevens	OMS SC1/3	1298
196A.	Rob Stevens	OMS SC1/3	1298
C 197.	Geoff Jackson	Ralt RT3	1598

Class Record — Geoff Jackson, Ralt RT3, 11.36secs. — 1993

Class 12. Racing Cars over 1600 c.c. up to 2000 c.c.

	Entrant	Car	c.c.
200.	Mark Andrews	Maco F2	1962
200A.	Stephen George	Maco F2	1962
201.	Denis Coomber	Halliday VF3	2000
B 202.	Brighton & Hove Motor Club (Dvr. Richard George)	Pilbeam MP62	2000
B 202A.	Brighton & Hove Motor Club (Dvr. Amanda George)	Pilbeam MP62	2000

Class Record — Richard George, Pilbeam MP62, 10.28 secs. — 1993

KEY to Prefix Letters

The meanings of the letters which prefix the competition numbers are shown on page 8 where the letters appear against the Awards to which they indicate eligibility.

Brighton Speed Trials 1994

The MOTOR CYCLES

As each season progresses the run up to the close of the season is always marked by the annual event on the Madeira Drive and so soon is it upon us once again. How time passes, especially when we have had a glorious summer that has afforded full chance to competitors in their chosen sport. Let us hope that the weather this autumn day is kind to us.

With ever increasing obstacles to overcome the Brighton and Hove Motor Club have once again extended their invitation to the Vintage Motor Cycle Club to provide the two and three-wheeled entertainment. So much hard work is put into the preparations for this event by a large number of enthusiasts, long hours being spent on the most mundane tasks just to get this show on the road. No pay - there rarely is - just a love of Motor Sport. The real award is to be there on the day and to be a part of a good day's sport and fun.

It may not be realised by many that the Madeira Drive was originally set out and laid purely for Motor Sport and was originally set up for the one mile distance. Speed increases soon put paid to that distance and in fact, direction, for the course did start at what is now the finish end. Pre-war the distance was a half-mile, post-war the kilometre run was set out. With speeds still rising and problems with paddock space a decision was taken to revert to the half mile; again with speeds ever rising and associated problems it has now been necessary to come down to the standard quarter-mile. Whilst the competitors like the longer distances, the quarter should provide a better view for you, the spectators, being largely confined to the start run areas.

From the competitors' standpoint the quarter is a better known quantity, the majority of events through the season being this distance. Gearing, that all important factor, is better assessed and engines can be taken further into the stress range due to the lessening of holding a sustained loading; in other words I think that we shall witness some shotgun starts and other fireworks. As gearing will most likely be reduced, grip is going to be the major factor and we may expect some fun from this, especially from the bikes.

One to keep an eye on is our lady rider Jayne Glover. Her starts on a quarter are usually meteoric and, all being well, I would predict that she should dominate the field - certainly up to the 1000cc classes. I would guess that FTD is going to come of the 2000cc class. Roger Simmons, taking a day off from fettling everybody else's Suzukis, is always a hot favourite, but keep an eye on No. 320 Ian King: on form he takes some beating.

Expect some more fireworks in the "Proddy" class - most of these bikes would have taken the outright F.T.D. but just a few years ago. Such is the development of today's "Super Bike" that low ten second runs are more than common nowadays from these runners. The battle I am sure will be resolved between 336 Wayne Saunders on one of Honda's very light and quick "Fireblades" and Martyn Greathead No. 338 who is another to watch with his Kawasaki ZZR - one of the real "Muscle" bikes. Peter Bellini on his Suzuki is not going to take up cudgels without some purpose either. For the threewheelers Dave Goddard may spring a surprise having removed some 200 lbs of streamlining from his Baker Suzuki "Worm". Who needs streamlining for a quarter? Power to weight ratio is largely what the game is all about.

We have the recipe for a good day's sport; let us hope that the weather remains kind to us. Thank you for coming, enjoy the day, and a big thank you to all those folk who have worked so hard to get it on.

Phil Manzano

Motorcycles Entry List

Class 1. Solo Motorcycles up to 350 c.c.

	Entrant	Machine	c.c.	Year	Club
300.	Paul Traynor	Kawasaki	250	1991	S.E.C.
301.	Tony Bracey	B.S.A.	350	1948	V.M.C.C.
302.	Robert Bracey	Velocette	250	1938	V.M.C.C.
309.	Basil Keys	Yamaha	250	1990	V.M.C.C.

Class 2. Solo Motorcycles up to 500 c.c.

303.	Jayne Glover	Yamaha	430	1975	N.S.A.
304.	Alan Morgan	Rudge	499	1930	V.M.C.C.
305.	Frank Clarke	Norton Jap	500	1936	V.M.C.C.
306.	Ron Hill	Yamaha		1978	N.S.A.
307.	James Holland	Sunbeam		1926	V.M.C.C.
308.	Jonathon Gant	BMW	500	1938	V.M.C.C.

Class 3. Solo Motorcycles up to 1000 c.c.

311.	Roy Robertson	Egli Vincent	1000	1949/72	S.E.C.
312.	Mick Gilbert	Kawasaki	600	1989	N.S.A.
313.	Terry Martin	Alf's Special Ducati	900	1993	V.M.C.C.
314.	Langley Gifford	Triton	750	1959	N.S.A.
315.	Martin Newton	Yamaha FZR	600	1991	N.S.A.

Class 4. Solo Motorcycles up to 2000 c.c.

316.	Robby Bain	Suzuki GSX	1127		S.E.C.
317.	David Hughes	Suzuki GSX	1230	1980	N.S.A.
318.	Jeff Dowsett	Suzuki GSX	1260	1982	N.S.A.
319.	Dave Holland	Suzuki GSXR		1988	S.E.C.
320.	Ian King	Suzuki Turbo		1984	N.S.A.
321.	Derek Furlong	Suzuki GSX Turbo	1100	1989	S.E.C.
322.	Richard Traynor	Suzuki GSXR	1100	1987	S.E.C.
323.	Roger Simmons	Suzuki	1298	1990	S.E.C.

Class 5. Sidecars & Threewheelers unlimited c.c.

326.	Dave Goddard	Baker Suzuki		1989	N.S.A.
	Passenger - Dave Knight				
327.	John Ryland	Jumble Kawasaki	1100	1992	S.E.C.
	Passenger - Ian Hines				
328.	Paul Standing	Impulse Supercharged	998	1966	V.M.C.C.
	Passenger - Ballast				
329.	Peter Caughlin	Harley Davidson		1969	V.M.C.C.
	Passenger - Richard Salisbury				

Class 6. Production Solo Motorcycles up to 1300 c.c.

331.	Ron Geary	Triumph Daytona	1200	1994	S.E.C.
332.	Simon Webb	Suzuki GSXR	1100	1990	S.E.C.
333.	Keith Cooper	Yamaha V Max		1990	V.M.C.C.
334.	Tristram Frampton	Yamaha FZR	1000	1994	N.S.A.
335.	Roger O'Grady	Honda CBX	1000	1982	S.E.C.
336.	Wayne Saunders	Honda Fireblade	900	1994	S.E.C.
337.	Bob Clegg	Kawasaki ZZR	1100	1993	N.S.A.
338.	Martyn Greathead	Kawasaki ZZR	1100	1990	N.S.A.
339.	Caldwell Smythe	Suzuki		1987	V.M.C.C.
340.	Fred Grainger	Kawasaki ZZR	1100	1993	N.S.A.
341.	Richard Morgan	Ducati	900	1993	V.M.C.C.
342.	Peter Bellenie	Suzuki	1100	1990	N.S.A.
343.	David Woodard	Suzuki	1127	1989	N.S.A.

BRIGHTON SPEED TRIALS

Fastest time each year by a Car

Flying Start Kilometre

1905 Clifford Earp (90hp Napier) 23s R

Standing Start Half-mile

1923 Leon Cushman (Bugatti) 28s
 1924 J. Joyce (AC) 28s
 1932 Sir Malcolm Campbell (Sunbeam) 23.6s R
 1933 Whitney Straight (Maserati) 24.2s
 1934 R.O. Shuttleworth (Bugatti) 23.8s
 1935 R.O. Shuttleworth (Alfa Romeo) 22.68s
 1936 S.E. Cummings (Vauxhall Villiers) 22.90s
 1937 Geoffrey Taylor (Alta) 22.84s
 1938 Geoffrey Taylor (Alta) 22.45s
 1939-1945 NO EVENTS

Standing Start Kilometre

1946 Raymond Mays (ERA R4D) 24.47s
 1947 Raymond Mays (ERA R4D) 24.27s R
 1948 Raymond Mays (ERA R4D) 23.86s R
 1949 Archie Butterworth (AJB) 24.91s
 1950 Raymond Mays (ERA R4D) 24.40s
 1951 Archie Butterworth (AJB) 26.63s
 1952 Ted Lloyd-Jones (Triangle) 23.91s
 1953 Ted Lloyd-Jones (Triangle) 24.55s
 1954 Ken Wharton (ERA R4D) 23.63s R
 1955 Ken Wharton (ERA R4D) 23.99s
 1956 Ken Wharton (ERA R4D) 23.34s R
 1957 W.G. Sadler (Sadler Special) 25.44s
 1958 Jim Berry (ERA Special) 25.01s
 1959 Arthur Owen (Cooper-Climax) 25.50s
 1960 Jim Berry (Cooper-ERA) 23.21s R
 1961 Gordon Parker (Jaguar Special) 24.63s
 1962 Chris Summers (Cooper-Chevrolet) 21.69s R
 1963 Ken Wilson (BRM) 23.10s
 1964 Dante Duce (Moonbeam Dragster) 21.95s
 1965 Chris Summers (Lotus-Chevrolet 24) 21.56s R
 1966 Chris Summers (Lotus-Chevrolet 24) 20.70s R
 1967 John Woolfe (AC Cobra) 22.51s
 1968 Patsy Burt (McLaren M3A) 20.21s R
 1969 NO EVENT

Standing Start Quarter-mile

1970 Gerry Tyack (Brabham BT23) 12.89s R

Standing Start Kilometre

1971 Johny Williamson (Cooper) 21.05s
 1972 Johny Williamson (McLaren) 22.42s
 1973 Bob Rose (McLaren-Chevrolet M14D) 20.53s
 1974 David Purley (Trojan-Chevrolet T101) 18.63s R
 1975 David Purley (Chevron-GA B30) 19.70s
 1976 David Render (Lotus-DFV 76) 18.77s
 1977 Simon Riley (Brabham-DFV BT33) 18.28s R
 1978 Dave Harris (McRae-Chevrolet GM1) 17.48s R
 Terry Smith (Brabham-Repco BT36) 17.48s R
 1979 Terry Smith (March-Repco 761) 18.82s

Standing Start Half-mile

1980 Mark Williams (Hesketh-DFV 308E) 15.49s R
 1981 Terry Smith (March-Repco 761) 15.73s
 1982 Ken Ayers (March-DFV 79S) 15.53s
 1983 Ken Ayers (March-DFV 79S) 16.08s
 1984 Ken Ayers (Lyncar-DFL MS84) 15.63s
 1985 Ken Ayers (Lyncar-DFL MS84) 15.64s
 1986 Roy Woodhouse (March-Rover 77/82) 18.71s
 1987 Clive Bracey (Vebra-Chevrolet) 15.29s R
 1988 Clive Bracey (Vebra-Chevrolet) 14.98s R
 1989 Paul Edwards (Pilbeam-DFL MP58) 14.97s R
 1990 Ken Ayers (Pilbeam-DFL MP58) 15.32s
 1991 John Gray (Pilbeam MP58) 14.48s R
 1992 John Gray (SPA Judd V10) 14.48s

Standing Start Quarter-mile

1993 John Gray (SPA Judd GV10) 8.90s R

R = Course record

The Organisers are grateful to Marcus Pye and to *AUTOSPORT* magazine for their help in compiling these statistics.

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296/7/8 MADEIRA DRIVE ARCHES, BRIGHTON BN2 1DZ
TELEPHONE: BRIGHTON 603727

OFFICE USE ONLY

Committee Meeting _____
Member's No. _____

FORM OF APPLICATION FOR MEMBERSHIP

To the Hon. Secretary

I desire to become a member of the BRIGHTON & HOVE MOTOR CLUB LIMITED and I hereby agree, if elected to become a member of the said club, to be bound by the Memorandum and Articles of Association and Bye-Laws of the Club.

Signature _____

Full Name (Block Capitals) _____

Address _____ Phone No. _____

Other Clubs (if any) _____ Make of Car _____

The above named candidate is personally known to us, and we believe him to be a suitable person and qualified to be elected a member of the said BRIGHTON & HOVE MOTOR CLUB LIMITED.

Proposer and Seconder must be members of the B. & H.M.C.

Proposer's Membership No. _____ Signed _____ Proposer

Seconder's Membership No. _____ Seconder

Date _____ 19 _____

Enclosed please find Cheque/Banker's Order £ _____ in payment as detailed below:

		Amount payable	
		£	p
	£1.00	for Entrance Fee	
plus	£15.00	for Annual Subscription	
or	£5.00	for Social Member (wife or husband of existing member only)	
TOTAL		£	: _____

Annual Subscription Period 1st Jan.-31st Dec.

May we draw your attention to the Banker's Order Form below. Please complete if possible. This will save you time in future years and save the Club money in administration.

MEMORANDUM — In order that a member of the BRIGHTON & HOVE MOTOR CLUB LIMITED may not be liable for the debts of the Club, orders for goods and all transactions are carried out by and in the name of the BRIGHTON & HOVE MOTOR CLUB LIMITED. This is a Company composed of members of the Club. Every member on joining the Club is requested to sign this form by which he becomes a member of the BRIGHTON & HOVE MOTOR CLUB LIMITED, in which his liability is restricted to guarantee not to pay more than 25p in event of the Club going into liquidation.

In order to cover any possible liability on the above guarantee, 25p out of every member's first subscription is set aside on deposit to meet the liability of such Member and remains on deposit until the expiration of one year from the date when he ceases to be a member. **By this means the liability of a member is confined to his subscription.**

BANK ORDER FORM

To _____ Bank _____

Address of Branch _____

Please pay the sum of _____ pounds _____ pence forthwith to the Co-operative Bank plc, 35 Ship Street, Brighton BN1 1AB (Sort Code 08-90-25) to the credit of the BRIGHTON & HOVE MOTOR CLUB, account no. 70615234 and continue to pay the same amount on the 1st January every year until further notice and debit my account.

Signature _____ A/c No. _____

Name of Account _____

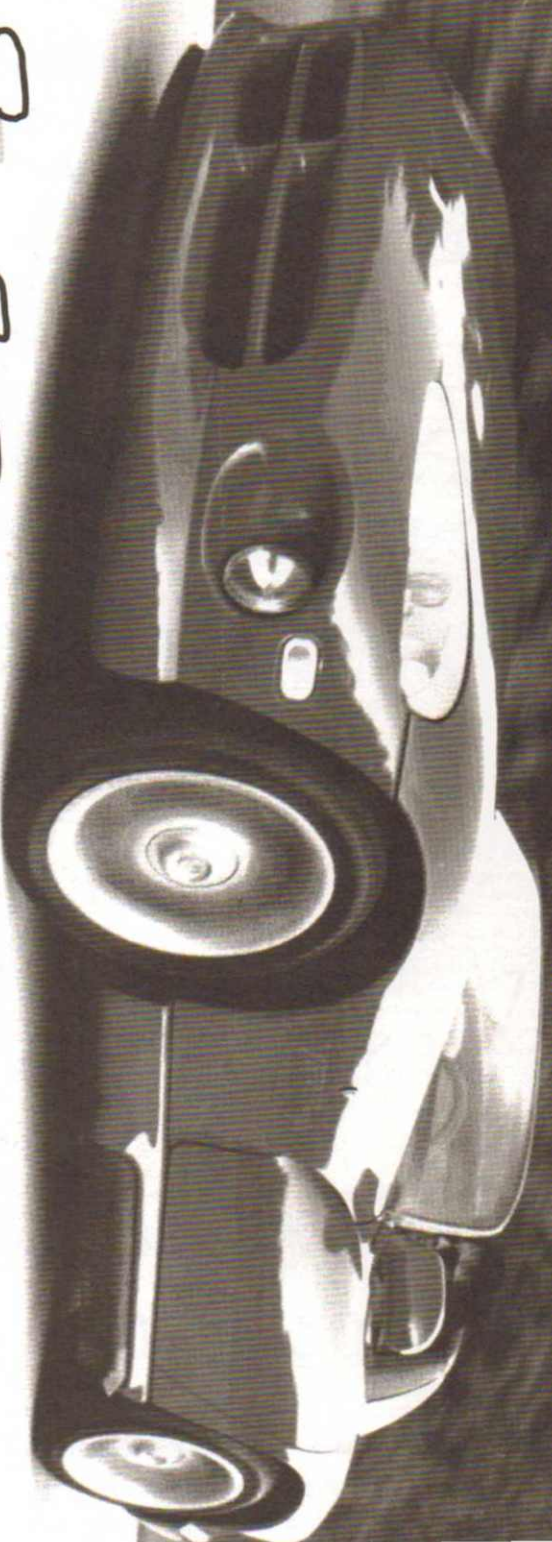
Address _____

Date _____

Subscribers should write the name and address of their own bank at the top of this form and send it to:

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