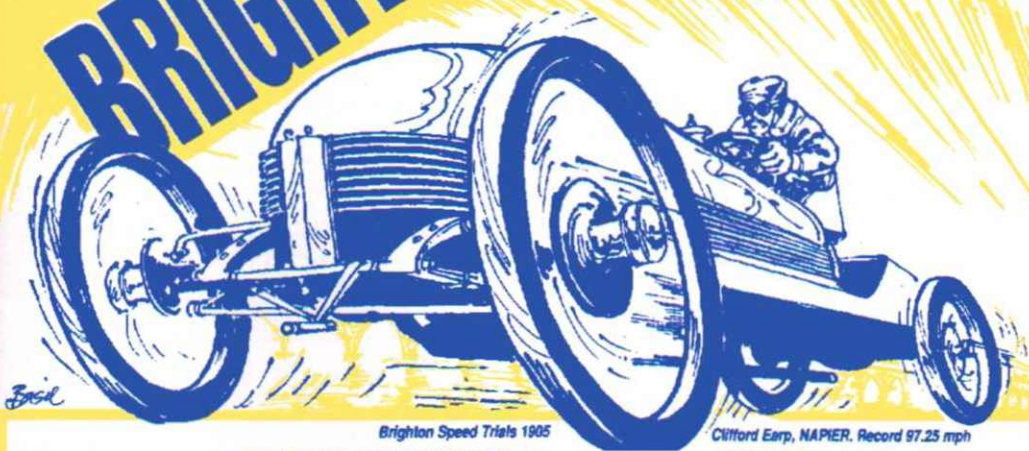


# 1998 BRIGHTON SPEED TRIALS



Brighton Speed Trials 1905

Clifford Emp, NAPIER. Record 97.25 mph

BRIGHTON & HOVE MOTOR CLUB

PRESENTS

## THE FROSTS BRIGHTON NATIONAL SPEED TRIALS

SATURDAY 12th SEPTEMBER 1998  
ON BRIGHTON SEAFRONT 9am — 6pm

Sponsored by

**FROSTS**

OFFICIAL  
PROGRAMME £1.50



# FROSTS CARS LIMITED

The lure and excitement of the 1998 Brighton National Speed Trials will once again attract thousands upon thousands of visitors to the seafront to witness the oldest and most prestigious event of its kind staged in this country.

It all began back in 1905 - long before Frosts Cars came on the scene - but nevertheless as a company we are immensely proud to continue providing sponsorship, the sixth year in a row in which Frosts has been the major backer of the Speed Trials.

The last 12 months have been amongst the most momentous in our history. We have enjoyed unprecedented success during this period and were delighted to receive a much coveted QSI Gold Award from the car industry's leading trade publication, Automotive Management, for our enterprising and innovative approach to marketing. These initiatives were spearheaded, of course, by Freddie who has become not just a star in the papers and on the radio but also on our Meridian television advertising campaign! His latest wheeze is to promote free champagne lunches in Dieppe for anyone who buys a used car from us.

In July we were also named as one of the top three car dealerships nationally in the highly competitive business development category of the Motor Trader Industry Awards.

Whilst on the subject of awards we were one of the first companies in the country to have a number of senior sales and service staff (those who interface with our customers most frequently) receive commendations in the Fair Trading Awards. The awards are organised nationally by the Institute of Trading Standards Administration in conjunction with West Sussex Trading Standards. The objective is to help staff understand the complexities of trading standards legislation and provide best advice to the customer. That's why we are 100 per cent behind this initiative and why we are now working towards a new Fair Trade Charter which recognises the efforts of the company as a whole to uphold the highest standards of professionalism in the workplace.

In June, our new state-of-the-art Vauxhall sales and service centre opened at Denton Corner, Newhaven and is already proving hugely popular for new and existing customers. Along with our Head Office showroom at Shoreham and our thriving Haywards Heath site, Frosts now provide a comprehensive sales, service and parts operation for over 20,000 Vauxhall cars - the largest single Vauxhall franchise territory in the country.

But we also pride ourselves on offering unrivalled choice for today's motorist. That's why we were delighted to be selected as one of just 10 dealerships nationally to open a Cadillac/Chevrolet dealership at Shoreham. These superbly designed and engineered American vehicles, like the Seville, Camaro, Corvette and four wheel drive Blazer, take pride of place in our showroom and are already proving a welcome addition to our flourishing Jaguar, Lotus, Jeep, Chrysler and Vauxhall franchises.

There's always something new and exciting happening at Frosts, but one thing remains constant - our support of local events such as the Speed Trials, the South of England Show, the Adur Bath Tub Race and a number of local charities. Many of our customers are actively involved with these community minded activities and as a company we want to make sure they continue to thrive and grow in popularity.

We'd like to thank all our customers and, indeed, everyone who helps make the Brighton National Speed Trials such a special event for all of us. Have a great day out with Frosts.

**Frosts - motoring to suit everyone**



## Message from the Mayor of Brighton & Hove Councillor Francis Tonks

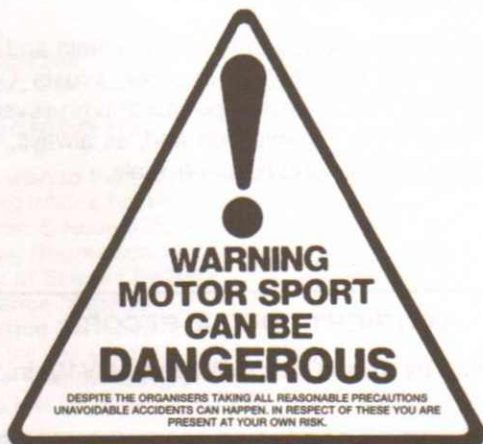
I am very pleased to welcome you to the 62nd National Speed Trials to Brighton & Hove, and extend a warm welcome to both spectators and competitors. I hope you will all have a marvellous day and also find the time to visit some of our local attractions, such as the Royal Pavilion and The Lanes.

May I take this opportunity to thank Brighton & Hove Motor Club and the sponsors, Frosts Cars Ltd, for their hard work in providing us all with such an exciting event, which is a major attraction for residents and visitors alike.

*Francis Tonks.*

MAYOR OF BRIGHTON & HOVE

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## Madeira Drive - then and now

Today's Brighton Speed Trials, like their sixty-one predecessors, take place on what we now call Madeira Drive, a road which was specially prepared during the reign of King Edward VII for the forthcoming 1905 Brighton Motor Week.

By 1905, when it was known as the Madeira Road, the surface was in a bad state of repair in spite of the efforts of road rollers which, however, could only grind flints into the surface when repair was needed. Fortunately, that year the Corporation decided to resurface the Madeira Road with the newly-introduced Tarmac and when it was completed everyone was astonished at how good the surface was. The old surface had been muddy when wet and dusty when dry but the new one was smooth and clean in all weathers; we take those qualities for granted today but in 1905 they were a great boon. Up till then motorists had needed to wear elaborate protective clothing to combat the mud and clouds of dust stirred up by cars and carriages but when the new road was opened it was, in the words of a contemporary report, "a strange sight to see a motorcar travelling in dry weather without making the slightest dust". A welcome sight too, no doubt.

The 1905 races were a series of "head to head" runs westwards from Black Rock to the Aquarium over the four days from the 19th to 22nd July. They attracted 400 entries from the great and good of the motoring world and a full programme of festive events attracted huge numbers of visitors to the town. At the pre-race Banquet all the talk was of motoring and the roads, so perhaps it was prophetic that among those who provided the musical programme for the guests was a "Miss Minnie Cooper and the Aeolian Glee Singers". It is not known whether this lady came from Ferring nor whether she sounded as good on full song as her namesake does today. However, what certainly is well known is that after what might be called a "false start" in 1923 and 1924, Brighton & Hove Motor Club has run subsequent Speed Trials virtually every year since reviving them in 1932.

Today, we at the Club have a long tradition to maintain and we are very lucky to be able to continue with the help of our sponsor, Frosts Cars Limited. Their involvement goes further than their financial sponsorship however; they co-operate in many other aspects of the Event's organisation and, as always, we are very grateful for their input to The 1998 Frosts Brighton Speed Trials.

J.B.  
September 1998

### **OUTRIGHT COURSE RECORD**

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

### **COURSE RECORD FOR MOTORCYCLES**

**9.31 secs. by Dave Holland (Suzuki GSXR) in 1995**

# THE FROSTS BRIGHTON NATIONAL SPEED TRIALS

## Saturday 12th September 1998

RACMSA Permit Nos Nat. A 54935, Nat. B 54936 ACU Permit No. TBA

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	Interval
1400	Afternoon timed runs followed by "Double Six Run-Off"
1830 (approx.)	Prizegiving at BHMC Headquarters

### OFFICIALS

<b>Stewards of the Meeting</b>	— RACMSA - Alan Foster
	— Jim Broadey, Doug Jennings
	— A.C.U. TBA
<b>Clerk of the Course</b>	— Tony Johnstone
<b>Assistant Clerk of the Course</b>	— Barry Couzins
<b>Secretary of the Meeting</b>	— Mrs Pat Burns
<b>Secretary of Motorcycle Meeting</b>	— Paul Standing
<b>RACMSA Chief Scrutineer</b>	— Mike Hibbins
<b>RACMSA Chief Timekeeper</b>	— Robin Hutton
<b>RACMSA Environment Inspector</b>	— Den Dubber
<b>ACU Noise Inspector</b>	— TBA
<b>Chief Course Marshal</b>	— Gary Robertson
<b>Chief Paddock Marshal</b>	— Terry Armstrong
<b>Chief Assembly Area Marshal</b>	— Peter Wheatley-Crowe
<b>Chief Start Marshal</b>	— David West
<b>Black Rock Paddock Marshal</b>	— Nigel Thomas
<b>Chief Gate Marshal</b>	— Wayne Robertson
<b>Course Controller</b>	— Howard Small
<b>Commentator</b>	— Marcus Pye
<b>VSCC Commentator</b>	— Norman Goodman
<b>Motor Cycles Commentator</b>	— Phil Manzano

### 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 Mayor of Brighton & Hove** (Councillor Francis Tonks)  
**Brighton & Hove Arts, Recreation and Tourism Department**  
**The Chief Constable of Sussex Police**  
**The St. John Ambulance Brigade**  
**East Sussex Ambulance Services** for Paramedics  
**Westbourne Motors** for use of breakdown vehicles  
**The 750 M.C. Rescue Unit** for fire appliances  
**Power Tool Supplies Ltd** for sponsorship of the motorcycles  
**Pountney Tyres Ltd**  
**Southern FM**

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 Southern FM Trophy** — for the best prepared competing motorcycle.

**The Power Tool Supplies Trophy** — for the best times by solo motorcycles in classes 1, 2, 3 and 6.

**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 Les Edmunds Memorial Trophy** — for the best time by a V8 pushrod powered car.

**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.

**The Southern FM Trophy** — for the best prepared competing 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 SC Parts Group Ltd Trophy** — for the best time by an Austin Healey Club Member driving an Austin Healey in Class 3.

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

\*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 9 (on handicap).

\*V **The V.S.C.C. Robby Hewitt Memorial Trophy** — for the best performance by a V.S.C.C. lady driver.

\*See Note on Page 12

**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 Onyx UK Trophy and replica** — for the best time in Class 4.

**The Moores of Brighton Trophy and replica** — for the best time in Class 5.

**The Carter-Shaw Trophy and replica** — for the best time in Class 6.

**The Shell Trophy and replica** — for the best time in Class 7.

**The Forrest Lycett Trophy and replica** — for the best time in Class 8.

**The Sidney Tidy Trophy and replica** — for the best time in Class 9.

**The Dennis Smith Cup and replica** — for the best time in Class 10.

**The Midgley Trophy and replica** — for the best time in Class 11.

**The Eugene Quèro Memorial Trophy and replica** — for the best time in Class 12.

**The Half Moon Trophy and replica** — for the best time in Class 13.

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

**£200 "Double-Six Run-Off"** — after the class runs the fastest 6 cars and the fastest 6 motorcycles will compete on an Index of Performance basis for two separate cash prizes of £100 each, which will be awarded to whichever driver or rider achieves the best time in the Run-Off relative to his or her best class run. Times recorded in the Run-off will not count for FTD or any other awards in the Main Event, but if a course record is set it will count as such.

## VINTAGE AND HISTORIC RACING

The Vintage and Historic Class was introduced in 1985 to meet the enthusiasm for old sports/racing cars. Over recent years we have had many fine examples of the cars from famous companies that have made motor racing history; this year racing cars dominate the entry.

William Haseldine, last year's winner with the ex-Jack Brabham Cooper T43 will be keen for another win. Serious opposition will be provided by Bob Burrell in the mighty V12 supercharged 8 litre Bentley, and by Roger Murray-Evans in his powerful Cadillac Allard. Paul Gregory in the Autovia V8 supercharged Riley, or Neil Davies in the Lotus Eleven with a 1½ litre Coventry Climax engine, could well provide a surprise result. Both David Baldock's Alta and my own Bugatti T35B will be well in contention.

As well as the outright class winner, we have a race within a race, the VSCC Handicap. Three Austin Sevens and three Rileys compete for honours. Richard Ashmead has the ex-Eason Gibson Brooklands Nine, and if the Rileys have the edge for speed, the Austins have Claire Furnell with the Ulster model, the only lady driver in the class. Veteran Tom Delaney has his trusty Lea Francis, David Venables the well known Frazer-Nash and Laurie Smith drives his 3½ litre Bentley. With a handicap everyone is in with a chance and may the best driver win.

Norman Goodman, 1998

# ENTRY LIST

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

	Entrant	Car	c.c.	Handicap
1.	David Edmands	Sylva Phoenix	1824	-1.75
2.	Trevor Phillips	Sylva Mk IV	1998	-1
3.	Lucy Delaney	Lea Francis Hyper	1495 S/C	-9.25
4.	Simon Hicks	Slerra Cosworth RS500	1993 T/C	-1.25
5.	Mark Bailey	Rover Mini	1293	-2.5
6.	Roger Bluff	Morgan 4/4	1597	-4.75
7.	Alex Jasper	Rover SD1	4600	-1.75
8.	John Thompson	M.G.B.	1800	-5.5
9.	John Pozniak	Porsche 911SC	2994	-2.5
10.	Michael Hills	Sierra Cosworth	1997 T/C	-1.25
11.	Roger Burston	GTD 40	5700	-1
11A.	Christine Burston	GTD 40	5700	-1
12.	Russ Burton	Mazda MX5	1598	-4.75
14.	Marc Fox	GTD 40	4900	-1
15.	Harry Sherrard	Crosslé 42 S	2000	-1
16.	David Venables	Frazer Nash	1496	-8.25
17.	Simon Goodman	Bugatti T35B	2300 S/C	-2.25
18.	Frank Whitby	Jaguar D Type Replica	4235	-2.75
19.	Peter Stockwell	Mini Cooper	1152	-2.75
20.	Ron Harris	Escort MK1	2000	-4
21.	Mike Inglis	GTD 40	5000	-1
22.	Chris Armstrong	Mini Cooper "S"	1293	-2.5
23.	Rob Cobden	Riley Sprite T.T.	1496	-8.75
24.	Derek Bell	GTD Lola T70	5850	Scratch
25.	Tim Burnett	Lotus Elan S4	1558	-2.25
26.	Natalie Eden	Austin A40	1293	-3.75
27.	Chris Godwin	Morgan Plus 4	1991	-3.75
28.	Tony Hawkins	Caterham Seven	1598	-2.25
29.	John Bareham	Ginetta G33	3900	-1.25
30.	David Crowther	Brabham BT18	1600	-1
30A.	Roger Newman	Brabham BT18	1600	-1
31.	Hugh Wade	Bentley	4398	-5.75
32.	Richard Wade	Austing Healey 100/6	2639	-2.25
33.	Philip Bayne-Powell	MG Magnette	1286 S/C	-7.75
34.	Dave Manser	Escort	1598	-3.25
35.	Toby Frost	Ferrari F50	4998	-0.75
36.	Toby Frost	Chevrolet Corvette	5700	-0.75
37.	Paul Gander	Subaru Impreza	1998 T/C	-0.75
38.	Martin Ashby	Empy Special	3285	-6
39.	Rosemary Richardson	Renault Clio Williams	1998	-5
40.	Cathy Casey	Fiesta RS 1800	1795	-5.25
41.	John Dunne	Ford RS 200	1800 T/C	-0.5
42.	John Dunne	Metro 6R4	3497	-0.5
43.	David Brodie	Sierra Cosworth Sapphire	1997 T/C	-1.25

### Class 1. Roadgoing and Modified Production Cars up to 1400 c.c.

	Entrant	Car	c.c.
50.	Steve Luscombe	MG Midget	1380
51.	Robert Hollier	Austin Mini	1380
52.	John Rawlins	Davrian Mk8	1040



**Class 1. (continued)**

	Entrant	Car	c.c.
B 53.	Martin Pester	Rover Mini	1293
54.	Ken Banks	Davrian MK7	1120
55.	Chris Judge	Rover Mini	1293
56.	Stephen Alecock	Davrian MK6	1120
57.	Piers Thynne	Austin Mini	1293
B 59.	John Rochfort	Suzuki GTi	1298
60.	Nick Crush	Austin Mini	1380
61.	Philip Jones	Morris 1000	1400
B 62.	Alan Levell	Austin A40	1293

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

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

B 67.	Roger Bluff	Morgan 4/4	1597
B 68.	John Thompson	MGB	1800
69.	Tom New	Caterham Super Seven	2000
70.	Peter Russell	Caterham Seven	2000
B 71.	Mark Waldron	Lotus Elise	1396 T/C
B 72.	Bob Appleby	Porsche 911S	1991
73.	Neville Moon	Tommy Kaira ZZ	1998
74.	Marquis Engineering Limited (Driver Daniel Whittington)	Vauxhall Belmont SRI	1796
75.	Andy Couchman	Caterham Super Seven	1700
76.	Roger Deans	Westfield 7 SE	1700
77.	Ray Merritt	Audi 80 Sport	1781
78.	Andy Tidy	Caterham Seven	2000
79.	Roger Shadbolt	Morgan Plus 4	1998
80.	Clive Stephens	Escort XR3	1600
81.	Geoff Tobert	Caterham Super Light	1600
82.	Tim Neill	Caterham Super Seven	1700
83.	Chris Fulke-Greville	Vauxhall Cavalier GSi	1997
B 84.	Kim Adams	Caterham Seven	1700
B 84A.	Simon Lonnergan	Caterham Seven	1700
B 85.	Jim Leach	Renault 5 GT	1398 T/C
B 86.	Tom Whiter	Caterham Seven	1700
87.	Peter Sullivan	Lotus Elise	1800

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

**Class 3. Roadgoing and Modified Production Cars over 2000 c.c. and up to 3500 c.c.**

B 93.	John Pozniak	Porsche 911SC	2994
94.	Mark Dann	Sierra Cosworth RS500	1993 T/C
95.	Marco Cucinotta	Opel Manta	2400 T/C
96.	Bob Smith	Rover 220	1994 T/C
97.	Mark Hargreaves	Ferrari 308 GT4	2926
98.	Nigel Reeves	Reliant Scimitar SS1	1860 T/C
98A.	Lionel Reeves	Reliant Scimitar SS1	1860 T/C
B 99.	Peter Pringle	Subaru Impreza	2000 T/C
100.	Iain Young	MGC GT	2912

### Class 3. (continued)

101.	Vic Young	MGC GT	2912
102.	Richie Gatt	BMW M3	3200
103.	Dave Plant	Escort	2000 T/C
103A.	Mike Plant	Escort	2000 T/C
104.	Peter Narancic	Opel Manta	2000 T/C

Class Record — Mike Plant, Escort 2000 T/C, 12.42 secs. — 1996

### Class 4. Roadgoing and Modified Production Cars over 3500 c.c.

	Entrant	Car	c.c.
111.	Paul Chownes-Dove	Ronart Jaguar W152	4500 S/C
112.	Alan Biggar	Morgan Plus 8	3528
113.	Bev Fawkes	Reliant Scimitar	2933 T/C
B 114.	Geoff Styring	Porsche 911	3300 T/C
115.	Turbo Technics Ltd (Driver Geoff Kershaw)	Sierra	2933 T/C
B 116.	Bob Oram	Jaguar E-Type	3800
B 117.	Bob Oram	Ferrari F40	3000 T/C
118.	Ian Crocker	Westfield Seight	3574
119.	Peter Turner	Porsche 911 RS	3600
120.	Keith Crocker	Ginetta G33	3900
121.	Joe Stephens	De Tomaso Pantera	6000

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

### Class 5. Clubman Sports Cars

B 127.	Brian Horne	Mallock Mk 20/21	1700
B 127A.	Gerry Cannon	Mallock Mk 20/21	1700

Class Record — Brian Horne, Mallock Mk 20/21, 11.43 secs. — 1993

### Class 6. Sports Libre Cars up to 1300 c.c.

130.	Peter Stevens	OMS SC 1	1127
130A.	Rob Stevens	OMS SC 1	1127

Class Record — Peter Stevens, OMS SC1, 11.48 secs. — 1997

### Class 7. Sports Libre Cars over 1300 c.c. up to 1600 c.c.

B 134.	Dave Manser	Escort	1598
135.	Terence Stockwell	Van Diemen	1598

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

### Class 8. Sports Libre Cars over 1600 c.c.

C 140.	Richard Lee	M.G. 6R4	3000
141.	Chang Lim	Ram SC	6600
B 142.	Trevor Phillips	Sylva Mk 4	1998
143.	Ray Christopher	Spectre R42	5000
B 144.	Denis Coomber	Halliday JF2	2000
B 145.	Simon Sapsted	NSU TT 1200	1998
146.	Jonathan Frankel	GTD 40	4900
147.	Malcolm MacAdam	GTD 40	4948
148.	Robin Batt	GTD 40	4949
149.	Roy Smart	GTD 40	5000
B 149A.	Paul Thompson	GTD 40	5000
150.	Tony Marsh	GTD 40	4500 T/C

### Class 8. (continued)

	Entrant	Car	c.c.
B	151A. Steve Broughton	Jade	1998
	152. Brian Shrimpton	Kougar	3800
	153. Rodney Barbour	Kougar	3800
	154. Al Quinnell	Kougar	4200
	155. David Barwell	Kougar	3800
	156. Graham Paddock	Kougar	3800
B	157. Sheila Tiller	Allard J2	7432
B	157A. James Tiller	Allard J2	7432
	158. Ian Lord	Dax Cobra	5800
B	159. Harry Sherrard	Crosslé 42 S	2000
	160. Justin Bell	Viper GTS	7990

Class Record — David Render, Pilbeam MP43, 9.88 secs. — 1996

### Class 9. Racing and Sports Cars constructed on or before 31st December 1959

B	163. Roger Murray-Evans	Allard K Type	5980
V	164. David Venables	Frazer Nash	1496
V	165. Claire Furnell	Austin 7 Burghley	747
V	166. David Furnell	Austin 7 Burghley	747
	168. William Haseldine	Cooper T43	1960
V	169. Stewart Couch	Riley Special	2500
V	170. Norman Goodman	Bugatti T35 B	2300 S/C
B	171. Tom Delaney	Lea Francis Hyper	1495 S/C
V	172. Bob Burrell	Bentley Royce V12	8000 S/C
V	173. Paul Gregory	Riley V8 Special	2849 S/C
V	174. Richard Ashmead	Riley Brooklands	1087
B	175. Neil Davies	Lotus Eleven	1460
V	176. Laurie Smith	Bentley Special	3500
B	177. Tony Brookes	Porsche 356A	1598
V	178. Mike Gilbert	Austin Seven	747
V	179. David Baldock	Alta	2000 S/C
	180. Alan Fairbrother	Tornado Typhoon	1172
V	181. Tony Bianchi	Allard Farellac	6400
V	181A. Pia Kemp	Allard Farellac	6400

Class Record — William Haseldine, Cooper T43, 13.44 secs. — 1997

### Class 10. Racing Cars up to 500 c.c.

Q	190. Bob Dew	Cooper MK5	500
Q	191. Paul Hewes	Cooper MK XI	498
Q	192. Henry Brooks	Juno F3	500

Class Record — Richard Neale, Smith Mk III, 14.81 secs. — 1996

### Class 11. Racing Cars over 500 c.c. up to 1100 c.c.

	200. Mike Lee	Jedi 2/27	1089
	201. Stewart Watson	Jedi Mk 4	1040

Class Record — Stewart Watson, Jedi Mk4, 11.53secs. — 1996

## Class 12. Racing Cars over 1100 c.c. up to 1600 c.c.

	Entrant	Car	c.c.
	206. Dave Gibbons	Van Diemen RF87	1600
	206A. Alli Gibbons	Van Diemen RF87	1600
	207. Simon Braithwaite	Hawke DL11	1598
C	208. Geoff Jackson	Ralt RT-3	1598
	209. Innes Hickman	Van Diemen RF89	1598
	210. Peter Dunlop	Van Diemen	1600
	211. Dave Jeal	Lola T644 E	1600

Class Record — Gordon Marston, Pilbeam MP56, 11.02secs. — 1996

## Class 13. Racing Cars over 1600 c.c. up to 2000 c.c.

	220. Phil Cooke	Vision V3C	1994
	221. Bill Gouldthorpe	Swift	2000
	222. Barry Train	Reynard SF86	1998
	223. John Hewat	Reynard SF86	2000
C	223A. Richard Lee	Reynard SF86	2000
	224. David Standing	Pilbeam MP64	2000
	225. Tina Moon	Reynard SF79	1989
	225A. Neville Moon	Reynard SF79	1989
B	226. Amanda George	Pilbeam MP62	1998
	226A. Richard George	Pilbeam MP62	1998

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

**Note:** The letters which prefix the competition numbers indicate eligibility for the awards against which they appear on page 6.

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## BRIGHTON SPEED TRIALS 1998 - The Motor Cycles

1998 has been a funny old year, with buckets of rain falling from the heavens week in and week out and seemingly concentrating on the week-ends. The effect has been to shorten the sporting year more than somewhat and it seems almost unbelievable that the Speed Trials are again upon us, virtually marking the end of another year's speed sport. Let's hope the Brighton luck holds and affords us the opportunity of a good day's sport and fun.

One of the best innovations brought into being by our hosts, Brighton & Hove Motor Club, has been the widening of the Fastest Six competition to include the fastest six bikes. Even though the course has had to be shortened from the original kilometre through the years the quarter mile distance has produced some real fireworks for both cars and bikes. That the finals runs have for the past two years produced faster times than the class runs has raised the game to new heights and created an atmosphere not witnessed for quite a few years. I'm sure the cars are not going to let the bikes get away with the honours for they are running just six tenths of a second behind and the bikes must raise their game if they want to keep the crown. The fastest bikes here are truly representative of the top line "street bikes" running on the international drag strips where times in the eights are common. Brighton is different through. Here you only get one practice run to set up the bike for the day's prevailing conditions unlike the drag strips where you get a good number of runs in the qualifying sessions to set up. "Too much clutch!" "How much boost for the turbo?" "What's the best nitro feed?" These questions and other factors like tyre pressures can make or break the day. If you the spectator have a watch on your wrist just look at the second hand. Eight or nine ticks don't take long. In that time the bike has to be launched cleanly off the line - getting maximum grip, minimal wheelspin - with the clutch biting perfectly - no misfires and definitely no missed gearchanges - (you might have to make five or six of these) - all that and keep maximum control, and tracking straight and true to the finish line. Just one of those factors going awry negates all the hours

hours spent in the workshop; the absolutely perfect run is a rarity but when it does come it is worth all the sweat.

Can Dave Holland pull it off once again? Determined that he will not is Dave Hughes who failed last year when a valve called it a day. A year's work upgrading the Hughes mount has shown a large power increase - enough in fact to tear the gearbox asunder during testing. Then "whoops" went the clutch and the turbo blew out in sympathy! With more work and stronger units it's so far still in one piece. I'll stick my neck out and predict one heck of a fight for that elusive F.T.D. and a top six best. Will we now see that prime eight seconds on the clock?

Keeping up the tradition of the Vintage Motorcycle Club are veterans of the game. The ever spritely Basil Keys, a constant and continuous runner since 1933, is now, in deference to the years, riding a modern 250cc Yamaha. Another octogenarian, Alan Morgan, rides his old faithful Rudge 500, no doubt still capable of 90 plus with a whiff of nitro. And we mustn't forget the 1923 Zenith 350 ridden as always by Chris Illman, ever resplendent in his snow white Brooklands overalls.

Tony Madgewick has the late Denis Jenkinson's beloved old Triumph hill climber - Peter Bellenie has fitted a "Giggle" gas unit to his GSXR Suzuki as has Dave Goddard to his three-wheeler Suzuki outfit which could fly. Also in the trike class is the team who should get a prize for "Enginuity" - Colin Pearce's double engined outfit which has two Matchless scramble engines rigged in tandem one behind the other. As long as they keep firing together all should be well, but a backfire on one engine could result in a shower of chains in the Brighton district.

The "Proddie" class always entertains with perfectly standard road machines representing the cream of today's super bikes. Top dog is usually that firm favourite Mike Grainger who normally rides up from Plymouth with brother Fred, takes his runs and the rides back down west to home. That's real style.

Welcome newcomers to Brighton are two managers of the Carnell group of motorcycle outlets who put a lot of support into motorcycle sport. So welcome Martin Webster on his Honda Blackbird 1100 and co-manager Tony Campbell on a ZXR 750 Kawasaki; a bit of trade support is nice to see.

Finally, it only remains to say "thank you" to our good friends Brighton & Hove Motor Club, to that great group of folk who work so hard all year to get the show on the road, to those stalwarts the marshals who stand out all day keeping a wary eye out for all of us, to the Corporation, to Frosts for their great support of this old event, and finally to all you good folk up there on the "Shelf" - without you there would be little point. Thanks to all - have a good day's sport and a very safe journey home.

Phil Manzano, 1998

## Motorcycles Entry List

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

	Entrant	Machine	c.c.	Year	Club
300.	Chris Illman	Zenith JAP "Brooklands"	344	1923	V.M.C.C.
301.	Basil Keys	Yamaha TZR	249	1988	V.M.C.C.
302.	Frank Whitby	Rudge	350	1932	N.S.A.
303.	Bob Onley	Velocette MOV	250	1946	V.M.C.C.

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

305.	Terry Turner	Yamaha Special	375	1984	N.S.A.
306.	Nick Pinnell	Triumph T100	500	1948	V.M.C.C.
307.	Dave Evans	Jawa/Norton "Norty"	500	1960	V.M.C.C.
308.	Frank Clarke	Norton/JAP "Brooklands"	500	1936	V.M.C.C.
309.	Jon Masters	Honda CBR 400 T.T.	400	1987	N.S.A.
310.	Andy Forward	"Morado" Triumph Special	500	1971	V.M.C.C.
311.	Ted Reading	BSA Gold Star	500	1958	V.M.C.C.
312.	Bob Anderson	Cotton/JAP	500	1937	V.M.C.C.
313.	Dave Reed	Triumph Daytona	500	1973	
314.	Bryan Giles	Velocette Venom	500	1959	V.M.C.C.

**Class 2. (continued)**

	<b>Entrant</b>	<b>Machine</b>	<b>c.c.</b>	<b>Year</b>	<b>Club</b>
315.	Alan Morgan	Rudge Sprint Special	499	1930	V.M.C.C.
316.	Jayne Glover	Suzuki R6 Special	500	1985	N.S.A.
317.	John Floyd	Yamaha RD Special	380	1982	N.S.A.

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

320.	Tony Campbell	"Carnell" Kawasaki ZXR	749	1993	N.S.A.
321.	Roger Cover	BSA Lightning	650	1973	N.S.A.
322.	Tony Madgewick	"Jenks" Triumph Special	650	1956	V.M.C.C.
323.	Steve Hilary	Ducati Corsa	954	1993	N.A.S.T.
324.	Martin Newton	Kawasaki ZZR	600	1991	N.S.A.
325.	Paul Herwin	Honda CBR Hillclimber	893	1994	V.M.C.C.
326.	Phil Allen	Triumph Bonneville	750	1976	N.S.A.
327.	Roy Butterfill	Yamaha TR1	750	1960	N.S.A.
328.	Chris Balmforth	Suzuki GSXR	600	1997	N.S.A.

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

330.	Ron Hill	Honda CB Special	1124	1982	N.S.A.
331.	Roger Simmons	Suzuki GSXR	1390	1990	N.S.A.
332.	Mike Porter	Harley RDM Interceptor		1995	N.A.S.T.
333.	Quintin MacMorland	Moto-Guzzi Daytona		1992	N.A.S.T.
334.	Robby Bain	"Mistral" Suzuki GSXR		1988	N.S.A.
335.	Peter Bellinie	Suzuki GSXR		1990	N.S.A.
336.	Dave Holland	Suzuki GSXR	1470	1988	N.S.A.
337.	David Hughes	Suzuki GSX EPE	1327	1985	N.S.A.
338.	Jeff Dowsett	Suzuki GSX	1428	1982	N.S.A.
339.	Derek Furlong	Harris Suzuki	1100	1988	N.S.A.

**Class 5. Sidecars & Threewheelers unlimited c.c.**

340.	John Renwick Passenger - Zena MacMorland	Vincent Special	1248	1951	V.M.C.C.
341.	Dave Pittuck Passenger - Jem Pittuck	Darmont Special	1145	1927	V.M.C.C.
342.	Colin Pearce	Matchless "Double"	993	1957	V.M.C.C.
343.	David Goddard Passenger - Neil McKenzie	Baker Suzuki	1100	1987	N.S.A.

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

345.	Kelly Sandom	Honda VFR		1986	N.S.A.
346.	Michael Earl	Thruxton Bonneville		1966	V.M.C.C.
347.	Martin Webster	"Carnell" Honda Blackbird	1100	1998	N.S.A.
348.	Keith Masters	Kawasaki ZZR	1052	1992	N.S.A.
349.	Keith Cooper	Yamaha V-Max	1200	1990	N.S.A.
350.	Richard Morgan	CMW Ducati	916	1997	V.M.C.C.
351.	Simon Webb	Yamaha R1	900	1998	S.E.C.
352.	Roger O'Grady	Honda CBX	1100	1982	S.E.C.
353.	Fred Grainger	Kawasaki ZX9	900	1998	N.S.A.
354.	Andy Banfield	Suzuki GSXR	1047	1994	N.S.A.
355.	Mike Grainger	Honda Blackbird		1998	N.S.A.
356.	Martin Greathead	Kawasaki ZZR	1052	1990	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)  
 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 (Vepra-Chevrolet) 15.29s R  
 1988 Clive Bracey (Vepra-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  
 1994 Les Edmunds (BRD TS001) 10.53s  
 1995 Mike Lee (Lyncar 79B) 10.61s  
 1996 David Render (Pilbeam MP43) 9.88s  
 1997 Peter le Druillenc (Miller Exocet) 10.20s

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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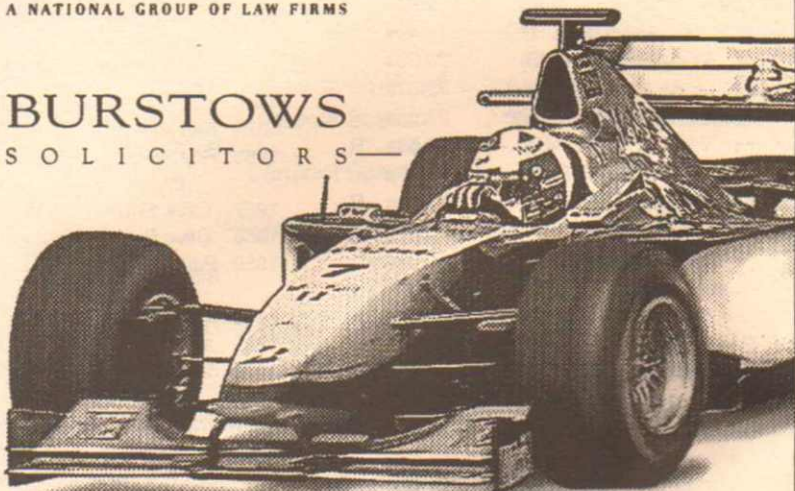
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# The Brighton & Hove Motor Club Limited

Registered No. 273063 (England). Registered Office & Club Premises  
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:

The Secretary, B. & H.M.C., 7 Henfield Common North, Henfield, West Sussex BN5 9RL

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