

1999

BRIGHTON SPEED TRIALS



BRIGHTON & HOVE MOTOR CLUB PRESENTS

THE FROSTS BRIGHTON NATIONAL SPEED TRIALS

SATURDAY 11th SEPTEMBER 1999

ON BRIGHTON SEAFRONT 9am - 6pm

OFFICIAL PROGRAMME £1.50

FROSTS CARS LIMITED

This year's Brighton National Speed Trials will be the last of the millennium and the sixty second event to have taken place since 1905.

In those early years who would have thought that this annual pilgrimage to the Brighton seafront would have become something of a national institution in motoring circles. And yet it has.

At Frosts we haven't been around quite as long as 1905, although we are still immensely proud to have been selling vehicles for 48 years. Our journey, in fact, began back in 1952, from workshops on the Old Shoreham Road in Shoreham. Today, the company has spread its wings throughout much of southern and central parts of the county, expansion which has seen us become one of the top 100 motor dealers in the UK.

This last 12 months has been busier than ever. The launch of so many new vehicles has kept our showrooms and staff working flat out to provide the best possible sales and support service to our customers.

From Vauxhall, we now have an improved performance Frontera, the sportiest looking Vectra ever, the Movano and Astra van ranges, providing unrivalled choice of high performance commercials and the Zafira with its amazing Flex 7 seat system which Professor Griff Rhys Jones is still trying to figure out! At Jaguar we now sell the magnificent S Type - the first middleweight Jag saloon for 30 years. When it comes to latest generation 4x4s you really are spoiled for choice this year. Our Chrysler Jeep franchises now boast a Turbo Diesel Voyager and the new Grand Cherokee which performed so brilliantly on our recent 4x4 customer safari in France. The new models just keep on coming but we've still found time to tackle some fresh challenges during 1999.

We broke new ground with staff successfully completing the gruelling Four Peaks Challenge (running up and down the highest mountains in England, Scotland, Ireland and Wales). Thanks to everyone who helped us raise over £4,500 for charitable causes connected to the event.

We've also been part of motoring history this year - as co-sponsors of Sussex driver Mark Ticehurst's unique LPG powered Vectra. The car took on and beat the best conventionally fuelled cars in the hotly contested Vauxhall Vectra SRI V6 Championship. Mark recorded a stunning win in only the second race of the season. It's a shame Mark's points don't actually count towards the championship, but we're undoubtedly going to hear a lot more about LPG powered racing cars in the future.

Like the Speed Trials themselves, things are always on the move at Frosts!

To the many valued customers and suppliers joining us in our hospitality area and to the thousands of you who support this magnificent event each year, we hope you have a great day out.



Message from the Mayor of Brighton & Hove Councillor Mrs Jenny Langston

I am very pleased to welcome you to the 63rd National Speed Trials at Brighton & Hove, and extend a very warm welcome to both spectators and competitors. Every year the competition becomes keener and it is a pleasure to see so many competitors in such a wide range of cars.

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.

I hope you will all have marvellous day and also find time to visit some of our local attractions, such as the Royal Pavilion, The Lanes and of course our wonderful seafront

Councillor Jenny Langston

MAYOR OF BRIGHTON & HOVE



Brighton Speed Trials

Being the oldest event in this country's Motor Sport calendar, Brighton Speed Trials has a very long history. Although the first meeting was way back in 1905, the present organisers have run it every year for the last 67 years. Every year, that is, except for 1939 to 1945 when a spot of unpleasantness from overseas had to be dealt with, and 1969 when a safety review prevented the event from being run.

The first event was the 1905 Brighton Motor Week for which Brighton Corporation had resurfaced what is now called Madeira Drive with the recently-invented tarmacadam at a cost of just over £3000. Because a body of ratepayers took the corporation to court for spending that money (and only lost on appeal) the event was not repeated till after the 1914/18 War. It is true that a motorcycle sprint was held in 1913 but that was organised by Streatham & District Motor Cycle Club and not part of the series of Speed Trials run under the Royal Automobile Club's rules.

The Brighton & Hove Motor Cycle and Light Car Club re-started the Speed Trials in the form of a series of "Head to Head" races in 1923; the intention was for it to be an annual event but after the second of these events in 1924 a police ban on Motor Racing on public roads put a premature stop to further events. However, in the late 1920's the Brighton & Hove Motor Cycle and Light Car Club split into two separate Clubs one of which was Brighton District Motor Cycle Club; the other club was today's organisers, Brighton & Hove Motor Club who in 1932 established that Madeira Drive, being owned by Brighton Corporation, was not a public road. As a result, Madeira Drive escaped the police ban on Motor Racing and the Speed Trials were accordingly revived that year, since when Brighton & Hove Motor Club has run them every year up to date (with the exceptions mentioned above).

The length of the course has changed over the years; the 1905 event was a four-day affair with various lengths of course being used. For 1923 and 1924 however, the course was a standing-start half-mile and this was continued up to the Second World War after the 1932 revival. After the war the course was extended by over 200 yards to a standing start kilometre which lasted till 1968; after the 1969 cancellation the event resumed in 1970 over a quarter-mile course (as always from a standing start) the kilometre course being restored in 1971; this course lasted until 1979. For the years 1980 to 1992 the course reverted to the pre-war half-mile format but with ever-increasing speeds it was reduced to a quarter-mile in 1993 which is how it remains today.

The event is once again sponsored by Frosts Cars Limited to whom the Organisers are very grateful; this support is far more than merely financial, valuable though that part of it is. Frosts' enthusiasm and assistance in many aspects of the pre-event organisation helps so much to make the day the landmark in the Motor Sport calendar that it is.

J.B.

September 1999

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 11th September 1999

MSA Permit Nos Nat. A 60211, Nat. B 60212 ACU Permit No. TBA

Held under the General Regulations of the Royal Automobile Club 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

Stewards of the Meeting	— MSA - Alan Foster
	— Jim Broadey, Doug Jennings
	— A.C.U. Ken Pyles
	— Phil Manzano
Clerk of the Course	— Tony Johnstone
Assistant Clerk of the Course	— Barry Couzins
Secretaries of the Meeting	— Mrs Pat Burns, John Bidwell
Secretary of Motorcycle Meeting	— Paul Standing
MSA Chief Scrutineer	— Mike Hibbins
MSA Chief Timekeeper	— Robin Hutton
MSA Environment Inspector	— Den Dubber
ACU Noise Inspector	— TBA
Chief Course Marshal	— Gary Robertson
Chief Paddock Marshal	— Terry Armstrong
Chief Assembly Area Marshal	— Peter Wheatley-Crowe
Chief Start Marshal	— David West
Black Rock Paddock Marshal	— Nigel Thomas
Chief Gate Marshal	— Wayne Robertson
Course Controller	— Howard Small
Commentator	— Brian Dyer
VSCC Commentator	— Norman Goodman
Motor Cycles Commentator	— 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 Jenny Langston)
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
MAWP+SPORT for front cover picture

*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.
- The Geelong Trophy** will be awarded for the best improvement recorded by a Competitor in the "Double-Six Run-Off".

VINTAGE AND HISTORIC RACING

The Vintage and Historic Class has again produced an exciting entry with a wide selection of interesting cars that have made motor racing history.

Last year's class winner William Haseldine will be sharing the ex-Jack Brabham T43 Cooper with James Bellinger, and a third win for the fast Cooper must be on the cards. Bob Burrell, long time Bentley exponent with the mighty V12 8-litre supercharged Bentley will provide serious opposition. David Baldock driving the 2 litre supercharged single seater Alta will be quick, as will Tony and Tim Metcalfe both having a drive in the supercharged Lagonda Rapier.

As well as the outright class winner, we have a race within a race, the VSCC Handicap. Two Austin Sevens, two Bentleys and two Lea-Francis compete for honours. The Bentleys may be the fastest, but veteran Tom Delaney has his trusty Leaf he raced here in Brighton in 1934, and Claire Furnell her faithful Austin Ulster model. The Metcalfes' Lagonda, David Venables' pristine Frazer Nash and Tony Crowther with the evocative 1 1/2 litre supercharged Raily are all in with a chance.

As a matter of interest it must be many years since we last had an entry of three drivers with Type 35B Grand Prix Bugattis. Simon Goodman and Mike Marshall are entered for the Brighton & Hove Members' Handicap., while I am looking forward to a good run during the afternoon with the Bugatti.

Norman Goodman, 1999,

ENTRY LIST

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

Entrant	Car	c.c.	Handicap minus (secs)
1.	Russ Burton	Mazda MX5	1598 6.50
2.	Andrew Fordyce	GTD 40	4946 1.50
3.	Steve Wood	Ford Probe	2500 3.75
4.	Chris Davies	Jaguar C Type Replica	3800 2.50
5.	Frank Catt	GTD 40	4949 1.50
5A.	Mike Inglis	GTD 40	4949 1.50
6.	Dave Manser	Ford Escort	1600 3.00
7.	Andy Leach	Renault 5 GT	1400 T/C 4.50
8.	Roger Bluff	Morgan 4/4	1597 5.00
9.	Mark Waldron	Lotus Elise	1396 T/C 2.50
10.	Brian Tyrer	BMW M3	3200 2.50
11.	John Pozniak	Porsche 911 SC	3000 2.50
12.	Anna Hill	Nissan Skyline	2600 T/C 1.75
12A.	Ron Hill	Nissan Skyline	2600 T/C 1.75
14.	John Wheeler	Renault Alpine A110	1774 3.50
15.	Andy Beverage	Caterham Blackbird	1138 scratch
16.	Simon Goodman	Bugatti T35B	2300 S/C 5.25
17.	Marc Fox	GTD 40	4900 1.75
18.	Trevor Phillips	Sylva MK4	1998 2.00
19.	David Venables	Frazer Nash Supersport	1496 8.00
20.	John Potts	Westfield SEi	1600 2.50
21.	Jonathan Frankel	Porsche	3800 1.50
22.	Philip Bayne-Powell	MG Magnette	1286 S/C 7.00
23.	John Redmond	Vauxhall Nova SR	2000 4.50
24.	Frank Whitby	Jaguar D Type Replica	4235 2.50
25.	Jeremy Witt	Lancia Delta	1995 T/C 2.00
26.	Doug Cross	Van Diemen RF83	1600 2.50
27.	Henry Cleaver	Austin Seven	750 8.00
28.	Cathy Casey	Ford Fiesta RS	1800 5.25
29.	Rosemary Richardson	Renault Clio Williams	1998 5.00
30.	Graham Ingleby	TVR Chimaera	3950 2.00
31.	Mike Marshall	Bugatti T35B	2300 S/C 5.25
32.	David Edmands	Sylva Phoenix	1975 2.00
33.	Bob Cobden	Riley TT Sprite	1497 8.00
34.	Chris Hobden	Ford Cortina MK1	1500 5.50
35.	Roy Bennet	Westfield Seight	4000 1.00
36.	Hugh Wade	Porsche 911	3600 2.25
37.	Richard Wade	Austin Healey	2639 5.00
38.	Peter Stockwell	Austin Mini Cooper	1380 3.00
39.	Chris Godwin	Ferrari 512 Boxer	4943 2.00
40.	Roger Saxby	Ford Sierra Cosworth	1993 T/C 2.50
41.	Clive Hoare	GTD 40	5000 1.50
42.	David Parker	GTD R42	5700 1.50
43.	Roger Burston	GTD 40	5700 1.50
44.	Alex Jasper	Rover SD1	4600 3.50
45.	Tony Brookes	Porsche 356A	1582 5.50
46.	Ronald Harris	Ford Escort MK1	2000 2.50
47.	Graham Cave	Ferrari F355	3496 1.50
48.	Martin Pester	Jaguar S Type	2994 3.50
49.	Toby Frost	Ferrari 512M	4943 0.75
50.	Toby Frost	Lotus Elise	1796 2.00
51.	Natalie Eden	A40	1293 5.50
52.	Stephen Williamson	GTD 40	5000 1.50
53.	Simon Hicks	Mitsubishi 3000 GTO	2972 T/C 2.00

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

	Entrant	Car	c.c.
	55. Ken Banks	Davrian Mk7	1120
B	56. Alan Levell	Austin A40	1293
	57. John Rawlins	Davrian Mk8	1040
	58. Steve Alecock	Davrian Mk6	1120
B	59. John Rochfort	Suzuki GTi	1298
	60. Phil Jones	Morris Minor 1000	1380
B	61. Patrick Howe	Morris Mini "S"	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.

	Entrant	Car	c.c.
B	68. Roger Bluff	Morgan 4/4	1597
B	69. Mark Waldron	Lotus Elise	1396 T/C
B	70. Jim Leach	Renault 5 GT	1400 T/C
	71. Ray Merritt	Audi 80	1781
	72. Andy Tidy	Caterham 7	2000
	73. Joe Phillips	Morgan 4/4	1700
B	74. John Wheeler	Alpine Renault A110	1774
	76. Peter Russell	Caterham 7	2000
	77. Anthony Shute	Lotus Elise 340R	1796
B	78. Chris Garwood	Lotus Elise	1796
	79. Andy Couchman	Caterham Super Seven	1700
	80. Clive Stephens	Ford Escort XR3	1600
	81. Tim Neill	Caterham Super Seven	1700
	82. Roger Shadbolt	Morgan +4	1996
	83. Ritchie Gatt	Ford Escort RS	1975
	84. Simon Braithwaite	Caterham Super Seven	1700
B	85. Bob Appleby	Porsche 911S	1991
B	86. Tim Whiter	Caterham Seven	1700

Class Record — Tom New, Caterham Super Seven, 11.72 secs. — 1998

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

	Entrant	Car	c.c.
	89. Peter Narancic	Opel Manta	1979 T/C
	90. Marco Cucinotta	Opel Manta	2400 T/C
	91. Chris Plant	Ford Sapphire Cosworth	1993 T/C
	92. Simon Paul	Nissan Pulsar	1998 T/C
	93. Peter Sullivan	Alfa Romeo	3000
	94. Jaki Heath	Reliant Scimitar	2994
94A	Tony Heath	Reliant Scimitar	2994
	95. Adam Horne	Fiat Coupe	2000 T/C
	96. Iain Young	MGC GT	3000
	97. Vic Young	MGC GT	2912
	98. Dave Plant	Ford Escort	2000 T/C
98A	Mike Plant	Ford Escort	2000 T/C
B	100. Brian Tyrer	BMW M3	3200

Class 3. (continued)

	Entrant	Car	c.c.
B 101.	John Pozniak	Porsche 911SC	3000
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.	
	109.	Peter Reason	TVR Griffith	5000 T/C
	110.	Mike Youles	Lotus Esprit	3499 T/C
	111.	Dave Morris	TVR Tuscan	5700
B 112.	Ron Hill	Nissan Skyline	2600 T/C	
	113.	Alan Foster	Morgan +8	3528
B 114.	Bob Oram	Ferrari F40	2936 T/C	
B 115.	Bob Oram	Jaguar E Type	3800	
	116.	Turbo Technics Ltd (Driver Geoff Kershaw)	Ford Sierra	2933 T/C
B 117.	Tom Whiter	Mazda RX7	2616 T/C	
	118.	John Ellis	Chrysler	8360
	119.	Peter Turner	Porsche 911RS	3600
B 120.	Simon Frost	Chevrolet Corvette	5700	
B 121.	Simon Frost	Ferrari F50	4997	
B 123.	Simon Hicks	Mitsubishi 3000 GTO	2972 T/C	
	124.	Nicholas Adams	Lotus Esprit	3506 T/C

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

Class 5. Clubman Sports Cars

	Entrant	Car	c.c.
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.

	Entrant	Car	c.c.	
	134.	Rob Stevens	OMS SC 1	1100
	134A.	Peter Stevens	OMS SC 1	1100
B 135.	Doug Newman	Caterham Blackbird	1138	

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

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

	Entrant	Car	c.c.
B 136.	Dave Manser	Ford Escort	1600
B 137.	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.

	Entrant	Car	c.c.	
	142.	Tony Marsh	GTD 40	4500 T/C
	143.	Roy Smart	GTD 40	5000
	143A.	Paul Thompson	GTD 40	5000
	144.	Malcolm MacAdam	GTD 40	4998
	145.	Robin Batt	GTD 40	4949
	146.	Ray Christopher	GTD 40	5000

Class 8. (continued)

	Entrant	Car	c.c.
	147. Jonathan Frankel	GTD 40	4900
B	148. Trevor Phillips	Sylva Mk 4	1998
	149. Mike Endean	Ford Xtrac Escort	1860 T/C
	150. Cheng Lim	Ram Cobra	6600
	151. Mark Jordan	Ram Cobra	6400
B	152. "GRM" Green	Dax Tojiero	6200
	153. David Barwell	Kougar	3800
	154. Rodney Barbour	Kougar	3781
	155. Brian Shrimpton	Kougar	3800
	156. Al Quinnell	Kougar	4200
B	157. Simon Sapsted	NSU TT	1998
C	159. Ric Lee	MG Metro 6R4	3000
	160. Mark Littlejohn	Porsche 930	3400 T/C
	161. Bob Fryer	Dax Quadra	4600
B	162. Denis Coomber	Halliday JF2	2000
	163. Tony Howard	Morgan Plus 4	2200

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

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

	Entrant	Car	c.c.
B	166. Roland Lewis	Jaguar D Type	3400
V	167. Norman Goodman	Bugatti T35B	2300 S/C
B	168. Roger Murray-Evans	Allard K Type	5980
V	169. David Venables	Fraser Nash	1496
	170. James Bellinger	Cooper T43	1960
	170A. William Haseldine	Cooper T43	1960
V	171. Stewart Couch	Lotus 6	1172
V	172. Tony Crowther	Raily	1465 S/C
	173. Sean Mc Clurg	GSM Delta	1498
V	174. David Baldock	Alta	2000 S/C
V	175. Don Griffiths	Healey Silverstone	2443
V	176. Tony Metcalfe	Lagonda Rapier	1083 S/C
V	176A. Tim Metcalfe	Lagonda Rapier	1083 S/C
V	177. John Gill	Lea-Francis Hyper	1496 S/C
V	178. David Downes	MG NA	1498 S/C
B	179. Bob Burrell	Bentley Royce	8000 S/C
V	180. David Furnell	Austin 7 Burghley	747
V	181. Claire Furnell	Austin 7 Ulster	747
B	182. Tom Delaney	Lea-Francis Hyper	1495 S/C
V	183. Laurie Smith	Bentley	3500
V	184. Clive Woolley	Bentley	8000

Class Record — William Haseldine, Cooper T43, 13.13 secs. — 1998

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

	Entrant	Car	c.c.
Q	190. Bob Dew	Cooper MK 5	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.

	Entrant	Car	c.c.
198.	Mike Lee	Jedi 2/27	1089

Class Record — Mike Lee, Jedi 2/27, 11.15secs. — 1998

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

	Entrant	Car	c.c.	
	203.	Innes Hickman	Van Diemen RF 89	1598
B	204.	Richard George	Ensign LNF3	1598
	205.	Dave Jeal	Lola T644E	1600
	206.	Jon Davis	Hawke DL11	1598
	207.	Peter Dunlop	Van Diemen RF 87	1600
	207A.	Martin Halliday	Van Diemen RF 87	1600
C	208.	Geoff Jackson	Ralt RT 3	1598
	209.	John Rand	Lotus 51 C	1592

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

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

	Entrant	Car	c.c.	
B	214.	Martin Pester	Tiga	2000
	215.	Pia Kemp	Pilbeam MP 62	2000
	215A.	Tony Bianchi	Pilbeam MP 62	2000
B	216.	Amanda George	Pilbeam MP 62	1998
	217.	Barry Train	Reynard SF 78	1998
C	218.	Ric Lee	Reynard SF 86	2000
	219.	David Standing	Pilbeam MP 64	2000
	220.	Bill Gouldthorpe	Swift	2000
	221.	Dave Gibbons	Vauxhall Lotus	2000
	221A.	Alli Gibbons	Vauxhall Lotus	2000

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.

BRIGHTON SPEED TRIALS 1999 - The Motor Cycles

Most of us are looking forward to the Millennium year; what we should also remember is that we are at the close of a century that has been transformed by the development of the powered road machine. Those who follow motor and motor cycle sport have been witness over those years to a frontline and continuous advance in vehicle technology usually condensed into just a few hours of performance over the historic Madeira Drive. The dream and foresight of Sir Harry Preston, the original instigator of the Speed Trails back in 1905, came true during all the ensuing years.

Think back to 1905 when the French ace Henri Cissac running on the original course, which was from the Black Rock end towards the pier, covered that distance on his motorcycle at the incredible speed of 93 M.P.H.! For this year we have assembled some wonderful machines of the late twenties through the intervening thirties and the immediate postwar periods, - my own 1927/8 S.W.5 Douglas ridden today by Geordie Alan Clark and the thundering 1927 Brough Superior built in conjunction with the legendary Freddie Dixon to attempt the world speed record at Arpagon in France where it ran 130 M.P.H. one way but failed on the return. In 1929 another legendary figure, Bert Le Vack, had a go and this time got the record at 130. Now into the thirties; 1933 saw a young eighteen year old local lad take part, still ever young he is out again never having during the intervening years missed a Brighton run,

Basil Keys just will not give up. Another veteran is Alan Morgan up on his early thirties Rudge four valver, still quick. A newcomer to the Drive is Stu Rogers running a very rapid 1939 Manx Norton. Stu is the man who blitzed the Yanks over in Daytona year on year winning hands down at those world famed vintage events. Back in the fifties another local man from nearby Saltdan built a series of big J.A.P 1000cc specials just for the trials. Known popularly as the "Learned Professor of Sprint", Francis Williams left a sprint legacy which the late Ernie Woods inherited setting F.T.D. on the number two bike back in '61 if memory serves correctly; this reappears today in the hands of the new owner Derek Fox.

Now we are up to date and how amazed would Henri Cissac be to see the modern machine, the top six all using machines based on out of the crate models that can be purchased at any local dealer. This is apart from the production class where we see perfectly standard road machines putting in performances that would have won a Grand Prix a very few seasons ago. Making a most welcome return is the Irish Land speed record holder Mel Nolan, Mel really put the cat among the proverbial seagulls last year when he put in a storming run to take the Dolphin Trophy for bike F.T.D. The ensuing Ceilidh at the club house prize giving was a truly Irish shindig. Can he pull it off again? I think that the rivalry and competition is going to be intense for this event.

We have come a very long way during this century and we offer our thanks for their continued support to our hosts the Brighton & Hove Motor Club; to the Corporation for their support; to you the spectators for your continued support of this historic spectacle of powered sport. Long may it continue, and through even the next century.

Phil Manzano
Vintage Motor Cycle Club Sprint Section Chairman

Motorcycles Entry List

Class I. Racing Solo Motorcycles up to 350 c.c.

	Entrant	Machine	c.c.	Year	Club
300.	Paul Traynor	Kawasaki Kris	249	1990	SEC
301.	Graham Blackwell	Suzuki RGV	250	1992	NSA
302.	Charles Harris	Malt House Yamaha TZR	250	1985	SEC
303.	Basil Keys	Yamaha TZR	250	1988	VMCC
304.	Charles Evans	Suzuki	125	1978	VMCC

Class II. Racing Solo Motorcycles up to 500 c.c.

	Entrant	Machine	c.c.	Year	Club
305.	Garry Stephens	Stan Stephens Special	500		NSA
306.	Jayne Glover	Suzuki Sprint Special	500	1985	NSA
307.	John Floyd	Yamaha RD350	407	1982	VMCC

Class III. Racing Solo Motorcycles up to 1000 c.c.

	Entrant	Machine	c.c.	Year	Club
308.	Chris Balmforth	Suzuki GSXR	600	1997	NSA
309.	Steve Hillary	Ducati Corsa 888	984	1994	VMCC
310.	Dave Glover	Weslake Special	912	1974	NSA
311.	Andrew Martin	Suzuki GSXR	750	1989	NSA
312.	Martin Newton	Kawasaki ZZR600	592	1990	NSA
313.	Keith Masters	Kawasaki ZX6R	600	1999	NSA
314.	Jonathan Masters	Kawasaki ZX6R	600	1999	NSA
315.	Paul Herwin	Honda Hillclimb Special	893	1995	VMCC

Class IV. Racing Solo Motorcycles up to 2000 c.c.

	Entrant	Machine	c.c.	Year	Club
316.	Mel Nolan	Yamaha FZR	1314	1986	VMCC
317.	Ron Hill	Honda CBR	1124	1982	NSA
318.	Derek Furlong	Yamaha FZR	1002	1991	NSA
319.	Roger Simmons	Suzuki GSXR	1340	1990	VMCC
320.	Peter Bellenie	Suzuki GSX	1540	1989	NSA
321.	Jeff Dowsett	Suzuki GSX	1428	1982	NSA
322.	David Holland	Suzuki GSXR	1470	1988	VMCC
323.	David Hughes	Suzuki EFE	1327	1980	NSA

Class V. Sidecars & Threewheelers unlimited c.c.

	Entrant	Machine	c.c.	Year	Club
324.	Iain Henstridge Passenger	Grinnel Scorpion Chris Henstridge	998	1995	NSA
325.	John Renwick Passenger	Vincent Rapide TBA	1295	1951	VMCC
326.	Nick Cutmore Passenger	Windle Vincent John Cutmore	998	1970	VMCC
327.	Paul Sands Passenger	Honda Blackbird Rod Bell	998	1993	NSA
328.	Duncan Wood Passenger	Morgan Super Aero TBA	1260	1929	VMCC
329.	David Goddard Passenger	Baker Suzuki TBA	1127	1985	NSA

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

	Entrant	Machine	c.c.	Year	Club
330.	Fred Grainger	Suzuki GSXR	1298	1999	NSA
331.	Richard Morgan	Suzuki GSXR	1298	1999	VMCC
332.	Malcolm Herwin	Honda CBR	918	1997	VMCC
333.	Mark Hammond	Suzuki GSX	1075	1981	NSA
334.	Alan Ellis	Kawasaki ZZR			VMCC

Class VII. Vintage & Classic (up to 1972) Consistency Class

	Entrant	Machine	c.c.	Year	Club
335.	Ted Reading	BSA Goldstar	499	1958	NSA
336.	Peter Lancaster	Brough Superior	998	1927	VMCC
337.	Stephen De'ath	Velocette MSS	500	1939	VMCC
338.	Alan Hummerstone	Velocette MAC	349	1935	VMCC
339.	Roy Robertson	Egli Vincent	1272	1972	SEC
340.	Frank Whitby	Rudge Sprinter	350	1932	VMCC
341.	Alan Morgan	Rudge Sprinter	499	1930	VMCC
342.	Rhett Fisher	Bultaco Pursang	360	1968	VMCC
343.	Bob Anderson	Cotton JAP	500	1938	VMCC
344.	Richard von Mach	Aerial Arrow	250	1960	VMCC
345.	Derek Fox	Norton/JAP	997	1959	VMCC
346.	John Allen	SRS Norton Inter	499	1934	NSA
347.	Stu Rogers	SRS Norton Inter	499	1939	NSA
348.	Roy Speake	Rudge Radial	350	1932	VMCC
349.	Bill Bunn	Triton Manx	650	1959	NSA
350.	Alan Clark	Taylor Douglas SW5	566	1927	VMCC
351.	Tony Madgwick	Jenks Triumph	650	1956	NSA
352.	Andy Forward	Triumph Morado	498	1970	VMCC
353.	Frank Clarke	Brooklands Rep'	500	1936	VMCC
354.	Chris Illman	Zenith JAP	344	1923	VMCC

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Flying Start Kilometre

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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 Drullenc (Miller Exocet) 10.20s
 1998 Richard George (Pilbeam MP62) 10.68s

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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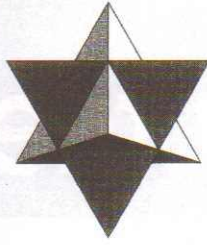
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Member's No. _____

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
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£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.**

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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 _____

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