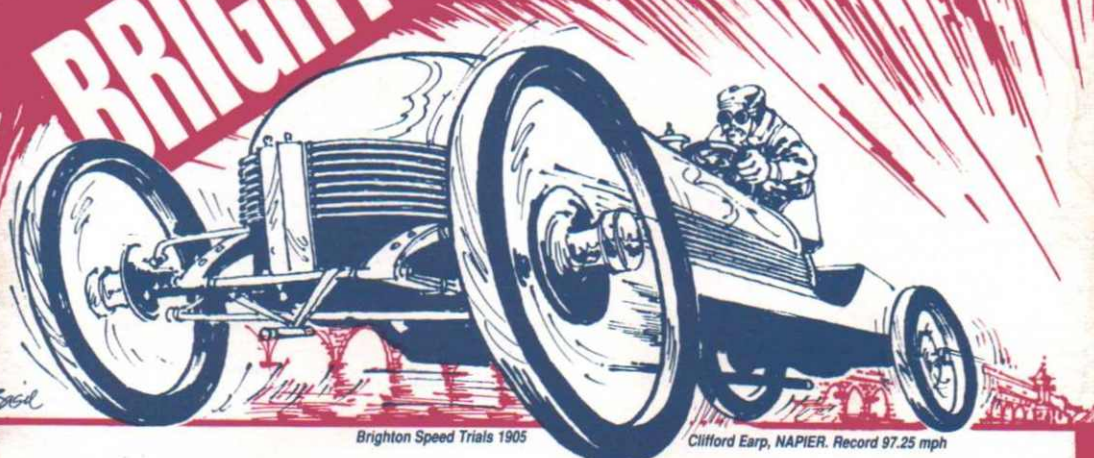


90th ANNIVERSARY BRIGHTON SPEED TRIALS



Brighton Speed Trials 1905

Clifford Earp, NAPIER. Record 97.25 mph

BRIGHTON & HOVE MOTOR CLUB

PRESENTS

THE FROSTS BRIGHTON NATIONAL SPEED TRIALS

SATURDAY 9th SEPTEMBER 1995
ON BRIGHTON SEAFRONT 9am — 6pm

Sponsored by



OFFICIAL
PROGRAMME £1



FROSTS CARS LIMITED

The 1995 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 the 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 motorist's 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, soon to be joined by the new Vectra, 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 the 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-wheeled drive vehicles.

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. This year we have added the new and exciting Dent Magician Technology to our range of facilities. This amazing "Paintless" Removal System will restore cars to showroom condition without Body Shop repairs - the fast way to remove dents and minor creases where the paint surface has not been broken.

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 many local charities.

So even more than before, the professionals 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 - The Local Face Of Modern Motoring



Message from the Mayor of Brighton Councillor Sheila Schaffer

I am very pleased to have the opportunity of sending this message of greeting and goodwill to all those involved in the 1995 Brighton National Speed Trials.

Last year, I attended the Speed Trials as Deputy Mayor and it was one of the highlights during my time as the Deputy Mayor. If it is as successful this year then all those attending, either as participants or spectators will have a very enjoyable time.

Over the years the event has achieved a place of distinction in the Brighton annual calendar of sporting events and the excitement and technical skills of the Trials are always popular with both residents of Brighton and visitors to the town.

Brighton is a lively and exciting place and I hope that while you are here you will have the opportunity to take advantage of the many attractions our town offers.

Once again, I look forward to being present at Madeira Drive on the 9th September in order to greet as many visitors as possible, either as competitors or spectators.

Sheila Schaffer

MAYOR OF BRIGHTON



90 Years on Madeira Drive

1995 is the 90th Anniversary year of Brighton Speed Trials which first took place from 19th to 22nd July, 1905 as part of Brighton's Motor Week.

At the instigation of that great Brightonian, Harry Preston, the Corporation had resurfaced the old Madeira Road with the recently invented "Tarmacadam" to make a motor-racing track for Brighton Motor Week, an event which attracted 400 entries of famous racing cars from the continent and all over England. That year cars ran westwards from the hill at Black Rock and Clifford Earp's 6-cylinder Napier did the flying kilometre in 23 seconds at an average speed of over 97 mph. Since he crossed the the finish line at over 100 mph one wonders how he got his 1905 brakes to stop him from entering the Royal Albion Hotel at high speed!

The Speed Trials were held again in 1923 and 1924, after which they fell victim to a police ban on motor racing on public roads. However by 1932 the event was allowed to resume after Brighton & Hove Motor Club had established that Madeira Drive was not a public road because it was owned by Brighton Corporation who could close it at will. So ever since 1932 the event has taken place annually, with interruptions only for the 1939-45 war and for 1969 when a safety review necessitated giving the event a miss for that year.

Brighton Speed Trials have always attracted entries from a wide cross-section of the motor sport fraternity. Among the famous names to have been here through the years are those of Sir Malcolm Campbell, Raymond Mays, Stirling Moss, Ken Tyrell, Derek Bell and Jonathan Palmer. Who knows - some of the lesser known personalities in today's programme may be household names in a few years time.

Prior to the 1905 event the Chief Constable said he had "no unreasonable animus" against motorists, Furious Driving in Brighton having been conspicuous by its absence. It is reported that for this he was received with much cordiality and Harry Preston's health was drunk with musical honours! The Organisers, Brighton & Hove Motor Club, are very grateful to Frosts Cars Limited for their continued sponsorship of today's "Furious Driving" and hope a good day's sport is enjoyed by competitors and spectators alike.

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 9th September 1995

RACMSA. Permit Nos 40217 and 40218 ACU Permit No. 01296

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	— RACMSA Peter Cooper
	— Jim Broadey, Ron McCabe
	— A.C.U. Ken Piles
	— Phil Manzano, Dennis Taylor
Clerk of the Course	— Tony Johnstone
Assistant Clerk of the Course	— Barry Couzins
Secretaries of the Meeting	— Mrs Pat Burns, Sarah Johnstone
Secretary of Motorcycle Meeting	— Jayne Standing
RACMSA Chief Scrutineer	— Geoff Roberts
RACMSA Chief Timekeeper	— Robin Hutton
RACMSA Noise Inspector	— Alan Foster
ACU Noise Inspector	— George Edwards
Hon. Medical Officer	— Dr. Ashley Crichton
Chief Course Marshal	— Gary Robertson
Chief Paddock Marshal (National A)	— 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 Mayor of Brighton (Councillor Sheila Schaffer)

The Worshipful the Mayor of Hove (Councillor Bernard Jordan)

Brighton Arts and Leisure Services

The Chief Superintendent of Brighton 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

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 Motorcycles — for the best prepared competing 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.

The Southern FM Trophy for Cars — 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.

*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).

*See key 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.

VINTAGE AND HISTORIC RACING

The Vintage and Historic Class introduced in 1985 has always produced an interesting and varied entry.

Large capacity sports cars dominated the entry last year. This year it is the turn of supercharged cars with no less than seven entered. Bob Burrell, last year's class winner, will try for another win with the powerful V12 8 litre supercharged Bentley. Serious opposition will be provided by well known VSCC competition driver David Baldock in the 2 litre supercharged Grand Prix Alta.

As well as the outright winner of the class, we have a race within a race; the VSCC Handicap.

Tom Delaney drives the supercharged Lea Francis with which he has won the Handicap for the last two years. He will be trying hard for a hat trick of three wins in three years at Madeira Drive. David Venables is having a first outing with his 1½ litre Frazer Nash, as is Clive Temple with the evocative 1928 single seater supercharged Amilcar.

Iain Cheyne has the Semmence Special, a combination of a Frazer Nash chassis with an AC engine, driven at Brighton by 'Fatty' Semmence in 1938. Liz Wigg drives the 1½ litre supercharged MG which has been going well this year and is my tip for a lady to win the VSCC Handicap this year.

Norman Goodman

ENTRY LIST

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

	Entrant	Car	c.c.	Handicap
1.	Gary Mercer	Chevrolet Camaro	7000	-1.25
2.	Graham Cave	Caterham Super Seven	1600	-2.25
3.	David Venables	Frazer Nash Supersport	1496	-3.75
4.	Martin Pester	Raven Mini	1293	-2
5.	Rosemary Richardson	Renault Clio Williams	1998	-2.25
6.	Bill Gouldthorpe	Ford Sapphire Cosworth	2000 T/C	-0.75
7.	Andy Beveridge	Morris Minor	3500 T/C	Scratch
8.	Cathy Casey	Ford RS1800	1800	-4.25
9.	John Rochfort	Suzuki GTi	1298	-3.50
10.	Geoffrey Delaney	Lea Francis Hyper	1495 S/C	-5.25
11.	Brian Tyrer	Morgan +8	3532	-2.75
12.	Brian Butler	MG Magnette	1087	-4.75
14.	Albert Iepsma	Opel Manta	1999 T/C	-1
15.	Chris Garwood	Lotus Elan S2	1588 T/C	-0.75
16.	Chris Appleby	Porsche 911S	1991	-3.25
17.	Bill Goodall	Ferrari 275GTB	3300	-2
18.	Nick White	TVR	3500	-2.75
19.	Nigel Kelsey	Triumph TR3A	1991	-4
20.	Marc Fox	GTD40	4992	-1.50
21.	Terry Armstrong	Lotus Cortina Mk1	1558	-3.25
22.	Chris Armstrong	Ford Escort	3900	-1.25
23.	David Furnell	Austin 7	750	-5.75
24.	Trevor Phillips	Sylva	1998	-1.25
25.	John Thompson	MGB	1800	-4.50
26.	Neil Davies	Lotus Eleven	1275	-1.75
27.	John Pozniak	Porsche 911SC	2994	-1.75
28.	Brian Pepper	GTD40	5000	-1.50
29.	Richard Batt	Ford Escort	1998	-4
30.	Ian Mason	Aston Martin DB4	3700	-2.50
31.	Russell Burton	Honda CRX	1595	-2.75
32.	Paul Woolacott	VW Golf 16V	1781	-3.75
33.	Steve Bennett	Westfield SEi	2000	-1.50
34.	Doug Newman	Caterham Super 7	1400	-2.25
35.	Daniel Rice	Westfield SEi	2000	-1.50

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

	Entrant	Car	c.c.	
	39.	Steve Luscombe	MG Midget	1380
B	40.	Julian Barrett	Austin Cooper 'S'	1300
	41.	Ian Clark	Raven Mini	1293
	42.	Stephen Alecock	Davrian Mk6	1200
	43.	Paul Bernal-Ryan	MG Midget	1380
U	44.	Ralph Bateman	Austin Healey Sprite	1275
	45.	Chris Plant	Rover Mini	1380
	46.	Ken Banks	Davrian Mk7	1120
B	47.	Martin Pester	Raven Mini	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.
	50. John Noble	Lotus Elan	1558
	51. James Richardson	Renault Clio Williams	1998
	52. Roger Deans	Westfield 7SE	1700
	53. Roy Odhams	MGB GT	1800
B	54. Simon Sapstead	Ford Lotus Cortina	1588
B	55. Jim Leach	Renault 5GT	1397 T/C
B	56. Bob Appleby	Porsche 911S	1991
	57. Peter Garton	MGB	1950
	58. Chris Fulke-Greville	Toyota Corolla GT	1587
	59. John Thompson	MGB	1800
	60. Ian Jones	Lotus Elan	1594
	61. Pete Williams	Ford Fiesta	1594
	62. Roger Bluff	Morgan 4/4	1597
	63. Paul Woolacott	VW Golf 16V	1781
	64. Gary Haffenden	Ford Anglia 105E	1498

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

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

	Entrant	Car	c.c.
	70. Peter Narancic	Opel Manta	1979 T/C
B	71. Dave Hicks	Ford Sierra RS500	1993 T/C
	72. Greg Felton	Audi S2	2226 T/C
	73. David Goodman	Audi RS2	2226 T/C
	74. Chris Wilson	Vauxhall Chevette HSR	2600
B	75. Richard Lamb	Opel Manta	2400 T/C
	75A. Marc Price	Opel Manta	2400 T/C
B	76. Bill Goodall	Ferrari 275GTB	3300
	77. Bob Smith	MG Maestro	1994 T/C
	78. Tony Heath	Reliant Scimitar	2994
	78A. Jaki Heath	Reliant Scimitar	2994
	79. Marco Cucinotta	Opel Manta	2400 T/C
	80. Mike Plant	Ford Escort	2000 T/C
	80A. Dave Plant	Ford Escort	2000 T/C
B	81. Simon Hicks	Sierra Cosworth RS 500	1993 T/C
	82. Trevor Seckel	Austin Healey	3000
	83. Paul Fisher	Porsche 911	2700
	84. Iain Young	MG CGT	2912
	85. Vic Young	MG CGT	2912
	86. Peter Sullivan	MGC	2968
B	87. John Pozniak	Porsche 911SC	2994
B	88. Neville Knight	Sierra Cosworth	1993 T/C

Class Record — To be set

Class 4. Modified Production Cars over 3500 c.c.

	Entrant	Car	c.c.
	93. Ian Mason	Aston Martin DB4	3700
	93A. Hubert Fabri	Aston Martin DB4	3700
B	94. Mark Waldron	TVR Tuscan	5000
B	95. Craig Jones	Morgan +8	4442
B	96. Geoff Styring	Porsche 911	3500 T/C
	97. Mick Brabrook-Norman	TVR Griffith	4997
	98. Peter Voigt	AC Cobra	4727
	99. Peter Reason	TVR Griffith	4998
	100. John Harrison	Mercuy Cougar	5700
B	101. Bob Oram	Jaguar E Type	3800
	102. Ian Jowitt	Rover SD1	4000
	103. Gordon Hayes	Porsche 911	3300 T/C
	104. Dave Butler	Ginetta G33	3900
B	105. Simon Frost	Ferrari Testarossa	4942

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

Class 5. Clubmans Sports Cars

	Entrant	Car	c.c.
	108. Gerry Cannon	Mallock 20/21	1700
B	108A. Brian Horne	Mallock 20/21	1700

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

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

	Entrant	Car	c.c.
	112. Bob Stevens	OMS	1270
	112A. Peter Stevens	OMS	1270

Class Record — Robert Stevens, OMS SC1/3 11.60 secs. — 1994

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

	Entrant	Car	c.c.
	118. Clive Holloway	Lola	1600
B	119. Alan Levell	A40	1310
	120. Robin Cooke	Leyland Mini	1598

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

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

	Entrant	Car	c.c.
	128. Tony Croft	Rowart-Jaguar	4500 T/C
	129. Johnny Peskett	Allard	3500
	130. Al Quinnell	Kougar	4200
	131. Cheng Lim	Ram	6300
	132. Graham Paddick	Kougar	3800
	133. David Barwell	Kougar	4200
	134. Brian Shrimpton	Kougar	3800
B	136. Trevor Phillips	Sylva	1998
	137. David Standing	Mallock Mk14	2000
	138. Robin Batt	GTD 40	4949
	139. Roy Smart	GTD 40	5000
	140. Malcolm MacAdam	GTD 40	5000
	141. Pete Rudder	Kougar	3800
	142. Alan Barlow	GTD 40	4942
	143. Simon Sharp	Jaguar D Type Replica	3800
	144. Rodney Barbour	Kougar	3800
B	145. Denis Coomber	Halliday JF2	2000
	146. Richard Lane	Triumph Stag	5700
	147. Justin Bell	Chrysler Viper	7993
B	148. James Tiller	Allard J2	7342
B	148A. Sheila Tiller	Allard J2	7342
	149. Tony Marsh	GTD 40	4500 S/C

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

Class 9. Vintage and Historic Racing and Sports Cars

	Entrant	Car	c.c.
V	153. Norman Goodman	Riley Brooklands	1087
V	154. Charles Sayer	AC	1991
B	155. Bob Burrell	Bentley Royce V12	8000 S/C
B	156. Tom Delaney	Lea Francis Hyper	1495 S/C
V	157. Iain Cheyne	Semence	1991
V	158. Mike Gilbert	Austin 7	747
V	159. Liz Wigg	MG L2	1493 S/C
V	161. Tony Searson	HRG	1496 S/C
V	162. Max Beddow	Lea Francis	1496 S/C
V	163. David Venables	Frazer Nash Supersport	1496
V	164. Mike Linward	MG J2	847
V	165. David Baldock	Alta	2000 S/C
V	166. Bill Roberts	Frazer Nash TT Replica	1971
V	167. Jim Tucker	Morgan Plus 4	2499
V	168. Clive Temple	Amilcar Monoplace	1074 S/C

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

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

	Entrant	Car	c.c.
Q 171.	Paul Hewes	Cooper Mk XI	500
Q 172.	Bob Dew	Cooper Mk5	500
Q 173.	Frank Bruce-White	Flash Special	500
Q 174.	Richard Neale	Smith Mk III	500

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

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

	Entrant	Car	c.c.
180.	David Ayling	DRA SC/01	1002

Class Record — David Ayling, DRA SC/01, 13.07secs. — 1994

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

	Entrant	Car	c.c.
184.	Henry Brooks	Quest FF85	1600
C 185.	Geoff Jackson	Ralt RT3	1598
186.	Dave Jeal	Lola T644E	1600
187.	Frank Barnard	Dulon MP 21/78	1600

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

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

	Entrant	Car	c.c.
194.	Roger Mathis	VRM	1285 T/C
195.	Mike Lee	Lyncar 79B	1998
196.	Barry Train	Reynard SF78	1998
197.	Mark Andrews	Maco F/2/78	1998
197A.	Stephen George	Maco F/2/78	1998
B 198.	Richard George	Pilbeam MP62	1998
B 198A.	Amanda George	Pilbeam MP62	1998
199.	Roy Millbank	Pilbeam MP62	1998

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 6 where the letters appear against the Awards to which they indicate eligibility.

Brighton Speed Trials 1995

The MOTOR CYCLES

More years than I care to remember have passed since I first became involved with this long standing and now very traditional speed event. Each year that passes is marked as the virtual end of the sprint season by the trials, and although new faces appear there are those that seem to have been with us right through the years. Way back in 1933 yes, sixty-two years ago a young man just starting a racing career came up to the start line, which in those days was much closer to the pier than nowadays; the rider was one young Basil Keys from nearby Lancing and he is still competing nowadays. His age? Well, I would hazard a guess and put it at a grand old eighty years. He was always slight of build, no mean attribute when it comes to sprint machinery; his build is little changed neither is his enthusiasm for he has threatened to wheel out his 1000cc Norton-J.A.P. vee twin one of the legendary Brighton specials built by the legendary Francis Williams from nearby Saltdean. So give a cheer when Basil takes off for yet another fast run down the Prom. Another recall for those of us old enough to remember, the G.P.O. telegraph boys on their little 125cc B.S.A. Bantams, nippy through the traffic of the day but not too fast. Compare the Bantam with the tiny 125 Cagiva of Steve Nugent running in the up to 350cc class - out to do a bit of giant killing, Steve squeezes 12½ second runs out of this tiddler and is the world speed record holder in this class; 12½ seconds is quite a respectable time over a quarter for a much larger device.

People have often asked what is it about Brighton that brings riders back year after year; to me the magnet is that a competitor gets just two cracks of the whip, O.K. there is a practice run but that doesn't count in the score. The absolutely perfect run is hard to achieve, gearing dead right, fuel the same, take off spot on, and so on, one slightly muffed gear shift and precious time is gone, too quick a bite of the clutch - a hasty dip of the lever - again too late; split seconds have been wasted away, and that was on the first timed run. The rider or driver knows that his recorded time is good - but not the best, and the tension rises for there is now only one further attack to be made to maybe chisel off that two hundredths of a second to win the class; the real challenge is to stay cool, calm and steady and to make that elusive perfect run - that is the draw that brings them back year after year.

Look out for another veteran, Alan Morgan on his faithful old 63-year-old Rudge. Spares getting ever more difficult to find has caused Alan to have more than a fair share of blow ups, but if it does stay in one piece then he can show a fair example of that perfect run. Another necessary requirement is to be more than slick in shifting the cogs in the box and it takes a lady to show us how, namely one Jayne Glover: the ladies are noted for being neat on their feet, just listen to Jayne's gear shifts and take note.

Among the biggies is where we must look for F.T.D. I wouldn't like to put money on anyone in particular for this is when temperament and "Cool" count. There is so much power to put on the floor and it is all happening so fast that a millisecond's hesitation can be a second lost in run time. It gets quite hot; this class is where the fireworks live. One not seen at Brighton for some years and making a welcome return is John Renwick. Still, it would appear, very involved with Vin Twins and this one is somewhat oversized - 1250 ccs no less. If it goes like his earlier devices then maybe John is in the running for the Sussex Trophy for best time in the sidecar class.

The Vintage MCC would like to thank first the Brighton and Hove Motor Club for their invitation to the event; we also would thank all those behind the scenes, who as always work so hard to get the show literally on the road, a show that we trust that you the spectators will enjoy from your unique vantage point up on the "Shelf". Let us hope that we can all enjoy a good day's weather and then a safe journey home.

Thank you all.

Phil Manzano, V.M.C.C. Ltd., 1995

Motorcycles Entry List

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

	Entrant	Machine	c.c.	Year	Club
300.	Paul Trayner	Kawasaki	250	1990	B.E.M.S.E.E.
301.	Steve Nugent	Cagiva	125	1990	N.S.A.
302.	Peter Voigt	Aprilia RS	250	1995	V.M.C.C.
303.	Tony Bracey	BSA	350	1947	V.M.C.C.

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

308.	Alan Morgan	Rudge	499	1930	V.M.C.C.
309.	Jayne Glover	Yamaha	373		N.S.A.
310.	Frank Clarke	Norton JAP	499	1936	V.M.C.C.
311.	Paul Herwin	Honda CR	450	1981	V.M.C.C.
312.	John Floyd	Yamaha RD LC	375	1982	N.S.A.
313.	Alan Thompson	Suzuki	499	1986	S.E.C.
314.	Gerry Collier	Yamaha	430	1974	N.S.A.

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

318.	Basil Keys	Norton JAP	996		V.M.C.C.
319.	Langley Gifford	Triton	750	1960	N.S.A.
320.	Roy Robertson	Egli Vincent	1000	1972	K.R.C.
321.	Colin Spark	Triton	750	1968	N.S.A.
322.	Martin Newton	Kawasaki ZZR	600	1991	N.S.A.
323.	Mike Grainger	Kawasaki ZX	900	1994	N.S.A.

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

328.	Dave Holland	Suzuki GSXR	1408	1988	
329.	Terry Martin	Alf's MC/s Triumph	1300	1991	V.M.C.C.
330.	Robert Bain	Suzuki GSXR			S.E.C.
331.	Derek Furlong	Suzuki GSX Turbo	1155	1988	Brighton
332.	Jeff Dowsett	Suzuki GSX	1100	1982	N.S.A.
333.	David Hughes	Suzuki GSX	1230	1985	N.S.A.
334.	Ron Hill	Laverda Jota	820	1982	N.S.A.
335.	David Brown	Suzuki	1180	1986	S.E.C.
336.	Roger Simmons	Suzuki GSXR	1230	1990	S.E.C.

Class 5. Sidecars & Threewheelers unlimited c.c.

338.	John Renwick Passenger - Peter Branton	Vincent	1248	1951	V.M.C.C.
339.	John Ryland Passenger - Beanie Hines	Jacobs	1100	1992	S.E.C.
340.	Richard Chandler Passenger - Alan Marshall	LCR	1277	1990	S.E.C.
341.	Dave Goddard Passenger - Paula Crossley	Baker	1298	1989	N.S.A.

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

343.	Richard Morgan	CMW Special	900	1994	V.M.C.C.
344.	Simon Webb	Suzuki	1100	1992	S.E.C.
345.	Cauldwell Smythe	Suzuki	1157	1987	V.M.C.C.
346.	Ron Geary	Triumph	1200	1995	S.E.C.
347.	Keith Cooper	Yamaha V Max	1200	1990	V.M.C.C.
348.	Peter Bellenie	Suzuki GSXR	1127	1990	N.S.A.
349.	Martyn Greathead	Kawasaki ZZR	1052	1990	N.S.A.
350.	Roger O'Grady	Honda CBX	1000	1982	Brighton
351.	Bob Clegg	Kawasaki ZZR	1100	1992	N.S.A.
352.	Fred Grainger	Kawasaki ZZR	1100	1994	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
 1994 Les Edmunds (BRD TS001) 10.53s
 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 _____

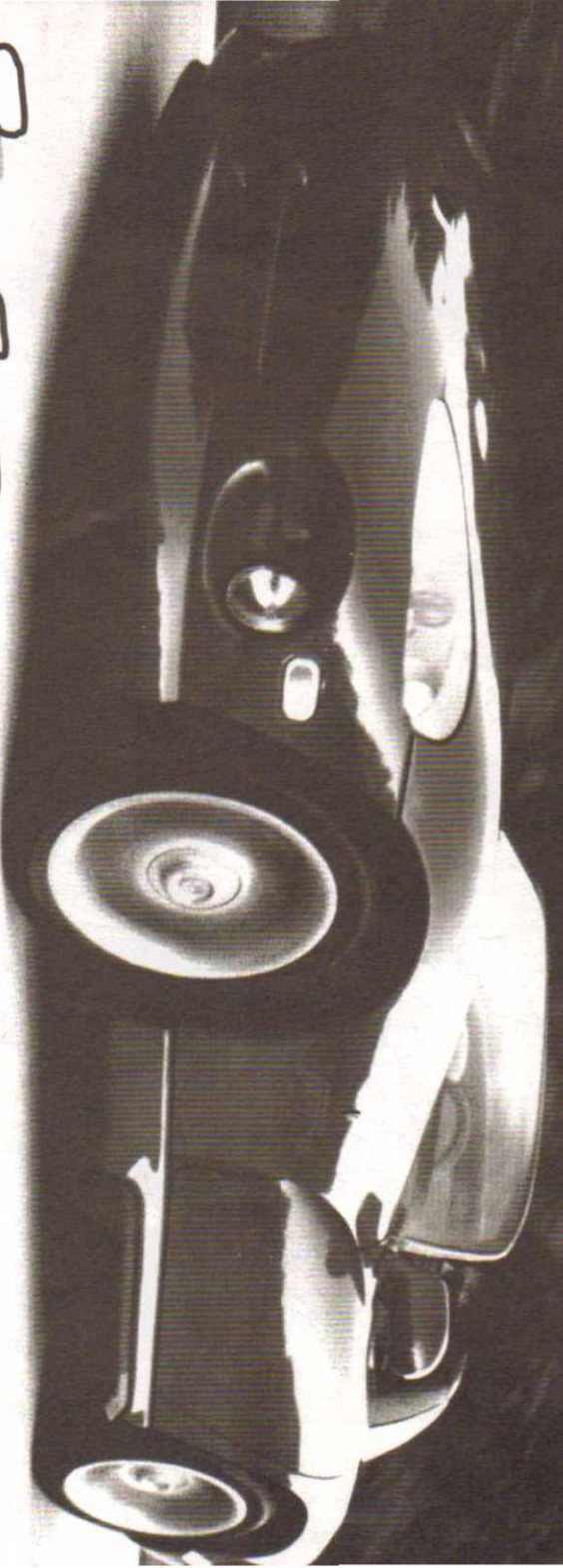
Address _____

Date _____

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

The Secretary, B. & H.M.C., 86 Ladies Mile Road, Brighton BN1 8TD

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