

“Bevan bags more title glory”

With this season seeing us once more kicking off the year at Brands Hatch for the Indy circuit, we were starting on a championship that would see more ups and downs than the Brands circuit itself. After Brands we headed off to Cadwell Park before we made our first visit of the year to Pembrey. We made a run across country for Snetterton before returning to Pembrey, before our now annual August holiday meeting on Anglesey, with this year fantastic weather. The year was rounded off with three one-day meetings at Oulton Park, Thruxton and Silverstone. So eight different circuits and fifteen championship rounds between March and October meant only the very best riders would walk away with one of the Clubs prestigious class titles.

Welshman Phil Bevan took the **Phoenix Motorcycles (Trowbridge) Open** title for third time in four years and he racked up more than double the amount of points of his nearest rivals Shaun Hennessey and Mark Compton. Bevan had started the year on a borrowed bike offered to him from a client of his track day school. But by mid season he had acquired an ex Tommy Hill '06 R1 that ran under the Phil Bevan Track days banner. He and long time mechanic Kevin soon learnt how to get the best out of the new to them R1 that was positively dripping in sensors for the telemetry. Bevan though still had to ride it, and that's what he did.... very quickly too. In a masterful stroke of organising NG Road Racing race co-ordinator Steve Bostock had craftily managed the NG calendar to coincide with upcoming BSB rounds....sneaky. This meant that we had more than our fair share of the BSB paddock at any given meeting. In the Phoenix Motorcycles Open Bevan had to take on Jack Kennedy... Alex Lowes... Gavin Hunt... Pete Ward... Sam Warren and Jonathan Howarth, and gave them all a run for their money, and often getting the upper hand. Of the season long challengers it was Shaun Hennessey who got closest to Bevan on a regular basis, and was looking in fine form at the mid-season Pembrey meeting where Hennessey threw all he had at the Phoenix Open Final to beat Bevan at his favoured circuit. At the next round though Hennessey and his new K10 GSXR parted company with each other and ended with Shaun suffering quite a severe shoulder injury. Although he battled through the pain he was forced out of action before the season wrapped up, but still clung on to runner up sport in the series just ahead of Mark Compton.

Last years **Steve Lynham Formula 125** championship runner-up Thomas Williams was in no mood to finish in second overall this term and opened his account with a double win at Brands for round one. Another win came at Pembrey and despite some Superteen front runners like Jack Keen, Harry Coomber, Jamie Thakery and Callum Bey taking in the odd meeting and stealing good points young Thomas and the G & B Williams Transport team were confident. But water-in-the-works at Cadwell followed but a mysteriously de-tuned F125 Aprilia at Snetterton, Anglesey and Pembrey coincided with Max Symonds finding his form on his little Aprilia. After his maiden win at Pembrey, Symonds only finished off the podium once in the ten remaining rounds. Despite Williams re discovering his early season form for the final three races at Oulton, Thruxton and Silverstone the 15 year old Symonds had forced his way to the top of the points table on his Symonds Builders RS125.... meaning that Williams ended up runner up for a second year.

The **125GP** class was wide open this year, nine different race winners and five different series leaders over the fifteen rounds. Former 125GP champ Alistair Ray turned up with an ex-Spanish championship 125 Aprilia, but the team struggled to get the best from the little Italian machine, and although there were several promising outings, the bike was tough to set up with the limited practice time at a British Club meeting. Sam Burman, Michael Shuker and Doug Snow all looked as though they could take control of the series. However the 13 year old Bradley Hughes from Halesowen who had won the 2009 F125 championship now had his hands on an RS125 in his now familiar Hallmark team colours and joined the series mid year. He racked up four wins and six podiums in the remaining rounds to take the crown. He now looks forward to a full tilt at BSB after a learning year that saw him post some impressive results.

Daniel Jackson finished over 100 points clear in the **Dara Brady 400cc Two Stroke** series taking victory in more than half of the races over the year on his TZ 250 Spyre Yamaha. Although Jonathan Stamper, Chris Harrison, Martin Thrower and Dave Hampton all took the fight to Jackson, no one could match his speed or consistency. But those 8 wins in Jackson's favour sealed this championship for the Middlesex rider.

Swindon's Ricky Elder was rarely out of the battle for wins on his Bedouin Racing R6 in the **Co-Ordit Performance 600** class. Rich Bearcroft, Chris Beverley and Josh Day were in the hunt all season. Bearcroft though was missing from the vital mid season Pembrey and Anglesey rounds due to setting up his new tuning business and Josh Day concentrated efforts on sealing the National Metzeler 600 superstock series (which he did in that nail-biting final round at Oulton Park). That left Beverley to challenge but after he realised that the title fight was out of his reach he made a

switch from the CBR 600 to take up the seat in the alongside Martin Kirk on his sidecar outfit. Beverley a three-time NG solo champ on F400 bikes is now eyeing up a full time switch to the outfit for 2011. This left the way open for Elder to relax over the last couple of rounds to cruise to the title, although the racer in him still had-a-go before settling for good points.

As with the Open Phil Bevan was in majestic championship winning form in the **Powerbike** too. As he and his own track school backed R1 took a total of seven wins to leave the rest battling out the minor placings. Hennessey was once more his nearest challenger and was until that shoulder injury got the better of him. However there was a new-boy in the class. Roo Cotton who has previously won 125 and 250cc titles on Dennis Trollopes TZ this year moved into the Powerbike with a DTR supported R1 Yamaha. He almost immediately clicked with his new mount and even took a win over Bevan on the Welshman's home soil at Pembrey in May. Cotton passed the absent Hennessey in the point's table to grab runner-up spot in the series, and will be a real threat next year. The class was robbed a quite a few top names this year tough through injury...accident...cash flow or personal issues as Michael Blank, Chris Pope, James Kiff, Hilary Philips, James Cox and Dan Kift didn't manage to string a full term together.... but are already talking up next years chances.

Leon Jeacock was a dominant force in the 2009 EMRA F400 series and this season came across to NG for a new challenge in our **A and R Racing Formula 400**. Round one at Brands saw Leon and Ben Cole battle it out taking a win apiece. By round five at Pembrey the pair were pulling clear of the rest.....however one day later both riders suffered crashes. Cole, was out for out for the next eight rounds, returning only for the end of season Thruxton meeting. Everyone was surprised though to see Jeacock out at the next meeting at Snetterton. Unbeknown to him though he was racing with a badly broken wrist, although that didn't stop him from taking two wins!. He had to take time out though to recover, missing the next two rounds, which allowed Rob Starkey to not only close in but to top the points table. Young Leon though returned at Anglesey and won the next five rounds to clinch the title on his BMC Motorcycles ZXR and CBR. He set no less that eight new class lap records over the year, and now eyes a full tilt at next years British 600 Superstock series.

Paul Willis took the **Sound of Thunder** championship thirteen years after lifting his last crown. Although Paul has won 6 NG series since 1989, this was his first since 1995 when he held the 1300cc Fourstroke title. It wasn't an easy run though for the hugely experienced Wiltshireman on his Premier bikes KTM RC8. Duncan Gibson to be fair must have started the year as a slight favourite, and promptly won the first round on his JHP 1098. Paul though was happy to grab what points he could because his new KTM was suffering electrical problems, and was forced to race his trusty old Aprilia Mille. But once Paul got the KTM sorted it was podiums all the way to then end of the year, apart from being black flagged at Thruxton with a suspected oil leak..... that turned out to be an exhaust heat shield burning!....but it meant no points. That gave Matthew Billington the chance he was looking for on his 675. Billington had taken 3 wins over the year, but a dnf at Pembrey when he tagged a backmarker on the start and finish straight was to prove too much to come back from.

Seven wins and three double headers over the year meant that Daniel Couzens on his Altamura SV 650 put him self out for reach of the rest in the popular **Mini Twins** series. Keith Clarke was usually his nearest challenge and the pair had some titanic battles over the year, although Clarke was absent from four rounds towards the end of the year on his Raceline SV. That allowed Ben Marsden to steal runner up spot. Marsden, the 2008 newcomers champ was looking good early on in the year with five podiums on the trot but a but crash at Pembrey saw a badly broken leg that had him sidelined for the next four rounds. Couzens though just continued racking up points and eventually finished almost 100 point s clear of the rest despite not turning up at Oulton, Thruxton or Silverstone after he had already mathematically put himself out of reach.

21 year old Shannon Hale made NG Road Racing history when she become the first female winner of a solo class championship by taking the **400 Streetstock** title....not just winning it, but dominating taking seven wins and ending up 125 points clear of her nearest rival Andy Green. Shannon and her Black Lion Transport CBR 400 had a 100% finish record and was never out of the top four all year. Mark Ireland had started the year well with a double win at Brands, and Roy Dewhurst, and Andy Green also tasted glory, but Shannon always had them firmly in her sights, and having worked in accounts was constantly working out what she had to do to keep on top. She duly won the title, putting much of he success down to tuition from former F400 multiple winner Chris Beverley.

Just 2 points separated the top two at the end of a season long battle in the **Metzeler/DTR 700 Streetstock** series. No one else got even a sniff of a win as Paul Jeffery and Matthew Billington cleaned up between them. Billington, as in the Sound of Thunder had to settle for runner up spot again despite taking 8 wins to Jeffery's 7. But as Jeffery on his

2XJ Racing R6 started the year with a run of 5 wins, Billington crucially kicked off his campaign with a fourth place at that Brands season opener, followed by four runner up spots behind Jeffery. Although Matt and his 675 closed the points gap to make a fight of it at Silverstone Paul knew that all he had to do was finish just behind his rival. Matt did all he could and won, but with Paul second the title went to Barnstaple based rider.

The **Metzeler/DTR 1300 Streetstock** looked to be heading to North Devon too, as James Kiff was unbeaten for the first eight races of the year. Only two other riders in the club's 40-year history have bettered this winning streak, and they were multiple club champion Neil Higgs and Daniel Cooper on his way to winning our 125 series prior to moving up to the British Championship (.....which he won !). But an accident at Snetterton, saw James sidelined for the rest of the year. This allowed Peter Carr on his R1 Yamaha to haul back the 68 point lead that Kiff had built up in the remaining seven rounds. Despite crashing his own bike at Oulton, which was due to a massive engine failure in testing and borrowing a bike from Philip Evans.... which he crashed !! Carr, who makes the long trip from the Isle of White to race took five wins over the final part of the season and lifted the title. With a strong run towards the end of the year Gary Johnson got his best championship finish with second spot pushing the unlucky Kiff down to third in the final standings.

The **Pre Injection** series may only be in its second season with NG but we have had some great racing. This year two riders were inseparable in the points table for twelve of the 15 rounds. Six wins each for Phil Hacker on his 1984 FJ1100 and Adam Jeffery on his 2000 R1. But Cadwell in the wet was a crucial round, Jeffery loves racing in the wet, and Hacker knew it. He knew he had to keep the North Devon rider in his sights for as long as possible. Hacker though pulled into pit lane at the end of one lap.....his rear wheel bearing had collapsed. Effectively there was no way back unless Adam made a mistake over the two final rounds at Thruxton and Silverstone. He didn't oblige and took the title with a win at Silverstone.....in the wet !!!!!

As ever NG Road Racing stuck firm with Sidecar racing, as we were once more rewarded with some great racing from Brands all the way through to Silverstone. For the first eight rounds Simon Gilbert/Jon Allum and Ben Bygrave/Ryan Charlwood traded wins with each taking 4 apiece. It was Ian Drowne the **CSC Racing Open Sidecar** defending Champion along with new passenger for 2010 Michael Swift, who if himself a former class champion when he partnered his brother Richard to the class win in 2006 and 2007. Drowne and Swift brought the ex Swift/Swift championship winning LCR Suzuki outfit out of mothballs and with help from Mick Robson Engineering and West End Precision got their season off to a steady start at Brands. Ian is an experienced driver with seven sidecar titles to his name but wanted to get used to the outfit before pushing too hard. After that initial meeting podiums came thick and fast, before taking a run of four consecutive wins through Pembrey and Anglesey in July and August. With three rounds to go the title was secure and Ian lifted his eighth NG title with Michael his third, finishing almost 80 points clear of their closest rivals Miles Bennett and Kevin Perry, and Marc and Ric Vannieuwenhuysse. They both battled had to claim runner up spot which Miles and Kevin eventually did after a strong run over the last three rounds that had them overhaul the Belgian pairing. Pete Millington and Helen Deeley had a strong second half of the year and could well see them challenging for wins next year.

Travelling from their home in Belgium to race at circuits like Anglesey and Snetterton takes some sort of commitment to your racing. But that is exactly what Marc and Ric Vannieuwenhuysse do. After a steady start to the year on the Shellbourne CBR Honda they quickly upped the pace and with three rounds remaining headed the title chase. However Oulton, Thruxton and Silverstone saw them struggling, they just could not find the pace they had been able to run earlier in the year and only managed to scrape together 21 points from a possible 75 in those three meetings. Unfortunately for them this was just as defending **CSC/Century 2000 F2 Sidecar** champions Miles Bennett and Kevin Perry on the distinctive Mad Cow Shellbourne CBR Honda outfit were getting into their stride. They racked up two wins and a runner up placing in those final rounds to catch...and pass the Belgian's to take the title for the second year. Andy King and Kenny Cole hung onto third place after some late pressure from Rob Handcock and Basil Bevan.

After a no score at the first round and Brands Hatch, Barry Langford on the Ace Motorcycles CBR 400 needed to get points on the board..... and quickly. Wins at Cadwell and Pembrey saw him overhaul James Murray-Watson and Mark Anderson to head the way in the **Louigi Moto 400 Newcomers**. Both Murray-Watson and Anderson posting non-scoring rounds along the way made his task easier. But when all was said and done with three wins from the seven rounds meant the title was safe in the hands of Barry Langford with Anderson second and Justin Garrett in third with round one winner Murray-Watson dropping to fourth after failing to score in the final two rounds.

From very early on Darrel Jones made his intentions very clear in the **Gary Vardy Open Newcomers**, he took his GSXR 600 to either wins or runner up spots at each of the seven rounds. Jones was 25 points clear of the rest by half

season and ended the year 60 points ahead of the hard charging Leigh Corfield and Philip Evans. Jones also had a very impressive run in the tough Co-Ordit 600 open series and with the help of Rich Bearcroft will be a strong challenger next term. Corfield too, now he has his hands on a newer R1 looks odds on for podiums in the Powerbike on 2011, once more proving the NG Newcomers series is the place to start.

All the trophies and awards were handed out to the deserving champions at the Presentations night at the Hatherley Manor in November with over 300 attending this the night celebrating the Clubs 40th season promoting motorcycle racing.

Russ Gardner

2010 Class Champions

F125	-	Max Symonds
125GP	-	Bradley Hughes
400cc	-	Daniel Jackson
600cc	-	Ricky Elder
Powerbike	-	Phil Bevan
Open	-	Phil Bevan
F400	-	Leon Jeacock
Sound of Thunder	-	Paul Willis
Mini Twins	-	Daniel Couzens
400cc Streetstock	-	Shannon Hale
700cc Streetstock	-	Paul Jeffery
1300cc Streetstock	-	Peter Carr
Pre-Injection	-	Adam Jeffery
400cc Newcomers	-	Barry Langford
Open Newcomers	-	Darrel Jones
Open Sidecar	-	Ian Drowne and Michael Swift
Formula 2 Sidecar	-	Miles Bennett and Kevin Perry

2010 Special Award Winners

51 Club	Services to the Club	Nigel Eddleston-Dike
Hambro Flying Start	Most Promising Rider	Scott Pitchers
Jason P Kasch Trophy	Achievement in Open	Roo Cotton
Les Griffiths Trophy	Machine Preparation	Brian Wyles
Virgo Family Trophy	Racing Personality	Paul Willis
Gary Teague Trophy	Top 600cc Newcomer	Darrel Jones
Jamie Adam Trophy	Spirit of Racing	Marion Carnall
Waters Sidecar Trophy	Newcomer in Open Sidecar	Malcolm Corfield
Carnall Sidecar Trophy	Newcomer in F2 Sidecar	Basil Bevan
NG Sidecar Trophy	Achievement in Sidecar	Martin Kirk

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