



THE HOME OF SPORTSMAN RACING



THUNDERSPORT GB 2020 CHAMPIONSHIP



25th & 26th July 2020

DoningtonPark 



RACE DAY TIMETABLE

SATURDAY 25th JULY 2020



9.00am	15 minutes Qualifying	Thundersport 500 Elite, Sportsman & Seniors	
9.20am	15 minutes Qualifying	GP1Classic, Cup & Golden Era Superbike	
9.40am	15 minutes Qualifying	GP2-Supertwins/Stocktwins & Thundersport 500 Freshman	
10.00am	15 minutes Qualifying	Thundersport GP1 Sportsman Elite	
10.20am	15 minutes Qualifying	Golden Era Supersport / Steelsport	
10.40am	15 minutes Qualifying	GP3-Thundersport Superteens & GP2 Cup	
11.00am	15 minutes Qualifying	Thundersport 600 Sportsman Elite	
11.20am	15 minutes Qualifying	Pre-National 600 Sport & Freshman	
11.40am	15 minutes Qualifying	Duke of Donington (UK Riders Cup)	
12.00pm	Race 1	Thundersport 500 Elite, Sportsman & Seniors (A & B)	9 Laps
12.20pm	Race 2	GP1Classic, Cup & Golden Era Superbike	9 Laps
12.40pm	Race 3	GP2-Supertwins/Stocktwins & Thundersport 500 Freshman	9 Laps
1.00pm	Race 4	Golden Era Supersport / Steelsport	9 Laps
1.20pm	Race 5	GP3- Thundersport Superteens & GP2 Cup	9 Laps
		LUNCH BREAK	
2.15pm	Race 6	Thundersport GP1 Sportsman & Elite	15 Laps
2.50pm	Race 7	Pre-National 600 Sport & Freshman	9 Laps
3.10pm	Race 8	Thundersport 600 Sportsman Elite	15 Laps
3.35pm	Race 9	Thundersport 500 Elite, Sportsman & Seniors (A & C)	9 Laps
3.55pm	Race 10	Duke of Donington (UK Riders Cup) Leg 1	15 Laps
4.20pm	Race 11	GP1Classic, Cup & Golden Era Superbike	9 Laps
4.40pm	Race 12	GP2-Supertwins/Stocktwins & Thundersport 500 Freshman	9 Laps
5.00pm	Race 13	Golden Era Supersport / Steelsport	9 Laps
5.20pm	Race 14	GP3- Thundersport Superteens & GP2 Cup	9 Laps
5.40pm	Race 15	Pre-National 600 Sport & Freshman	9 Laps
6.00pm	Race 16	Thundersport 500 Elite, Sportsman & Seniors (B & C)	9 Laps



PRESENTATION OF TROPHIES
ON THE PODIUM AFTER EACH RACE





RACE DAY TIMETABLE

SUNDAY 26th JULY 2020



9.00am	8 minutes Warm Up	Thundersport 500 Elite, Sportsman & Seniors	
9.11am	8 minutes Warm Up	GP1Classic, Cup & Golden Era Superbike	
9.22am	8 minutes Warm Up	Thundersport GP1 Sportsman & Elite & DD1 (UK Riders Cuo)	
9.33am	8 minutes Warm Up	GP2-Supertwins/Stocktwins & Thundersport 500 Freshman	
9.44am	8 minutes Warm Up	Thundersport 600 Sportsman Elite & DD6 (UK Riders Cup)	
9.55am	8 minutes Warm Up	Golden Era Supersport / Steelsport	
10.06am	8 minutes Warm Up	Pre-National 600 Sport & Freshman	
10.17am	8 minutes Warm Up	GP3- Thundersport Superteens & GP2 Cup	
10.35am	Race 1	Thundersport 500 Elite, Sportsman & Seniors (A & B)	9 Laps
10.55am	Race 2	GP1Classic, Cup & Golden Era Superbike	9 Laps
11.15am	Race 3	Thundersport GP1 Sportsman & Elite	12 Laps
11.38am	Race 4	GP2-Supertwins/Stocktwins & Thundersport 500 Freshman	9 Laps
11.58am	Race 5	Thundersport 600 Sportsman Elite	12 Laps
12.20pm	Race 6	Golden Era Supersport / Steelsport	9 Laps
12.40pm	Race 7	Duke of Donington (UK Riders Cup) Leg 2	12 Laps
1.00pm	Race 8	Pre-National 600 Sport & Freshman	9 Laps
		LUNCH BREAK	
2.00pm	Race 9	GP3- Thundersport Superteens & GP2 Cup	9 Laps
2.20pm	Race 10	Thundersport 500 Elite, Sportsman & Seniors (A & C)	9 Laps
2.40pm	Race 11	GP1Classic, Cup & Golden Era Superbike	9 Laps
3.00pm	Race 12	Thundersport GP1 Sportsman & Elite	12 Laps
3.22pm	Race 13	GP2-Supertwins/Stocktwins & Thundersport 500 Freshman	9 Laps
3.42pm	Race 14	Thundersport 600 Sportsman Elite	12 Laps
4.04pm	Race 15	Golden Era Supersport / Steelsport	9 Laps
4.24pm	Race 16	Duke of Donington (UK Riders Cup) Leg 3	12 Laps
4.46pm	Race 17	Pre-National 600 Sport & Freshman	9 Laps
5.06pm	Race 18	GP3- Thundersport Superteens & GP2 Cup	9 Laps
5.26pm	Race 19	Thundersport 500 Elite, Sportsman & Seniors (B & C)	9 Laps
5.46pm	Race 20	GB Racing British Military Championship	9 Laps



PRESENTATION OF TROPHIES
ON THE PODIUM AFTER EACH RACE



OFFICIALS, ACKNOWLEDGEMENTS & Covid-19 Notes



MSV

MOTORSPORT CAN ONLY OPERATE IF WE ALL OBSERVE COVID-SECURE MEASURES

- **Social distance requirement is still 2m** (where possible)
- **Where 2m distancing is impossible take extra precautions** (e.g. wearing a face covering)
- **Everyone must have a ticket prior to arrival at the circuit**
- **Two people per bike max on the pit wall or in the assembly area**
- **Don't invite anyone non-essential to the venue**
- **Bring the PPE and sanitising products needed to keep your team safe**
- **Do not visit the circuit Medical Centre with minor ailments**
- **Wash your hands or use hand sanitiser regularly**

www.msv.com

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THUNDERSPORT GB (Affiliated to the ACU as Club Thundersport Ltd and Thundersport Midlands)

This meeting is held under a European OPEN Road Race Permit, complying with the National Sporting Code and the Standing Regulations for Road Races of the ACU, the Supplementary Regulations of the above organisation, and in accordance with the ACU / FIM Environmental Code.

Permanent Course Licence No.
ACU 009
ACU Permit No.
ACU 58287

Flags and other signals used at this meeting are in accordance with the details shown in the ACU Handbook

(a copy of which is available for inspection in the Race Administration).

NOTICE:
MOTOR SPORTS CAN BE DANGEROUS!

Despite the organisers taking all reasonable precautions, unavoidable accidents can happen. Please comply with all instructions of marshals and notices and remain in permitted areas only.
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DONINGTON PARK NATIONAL CIRCUIT



MAP KEY

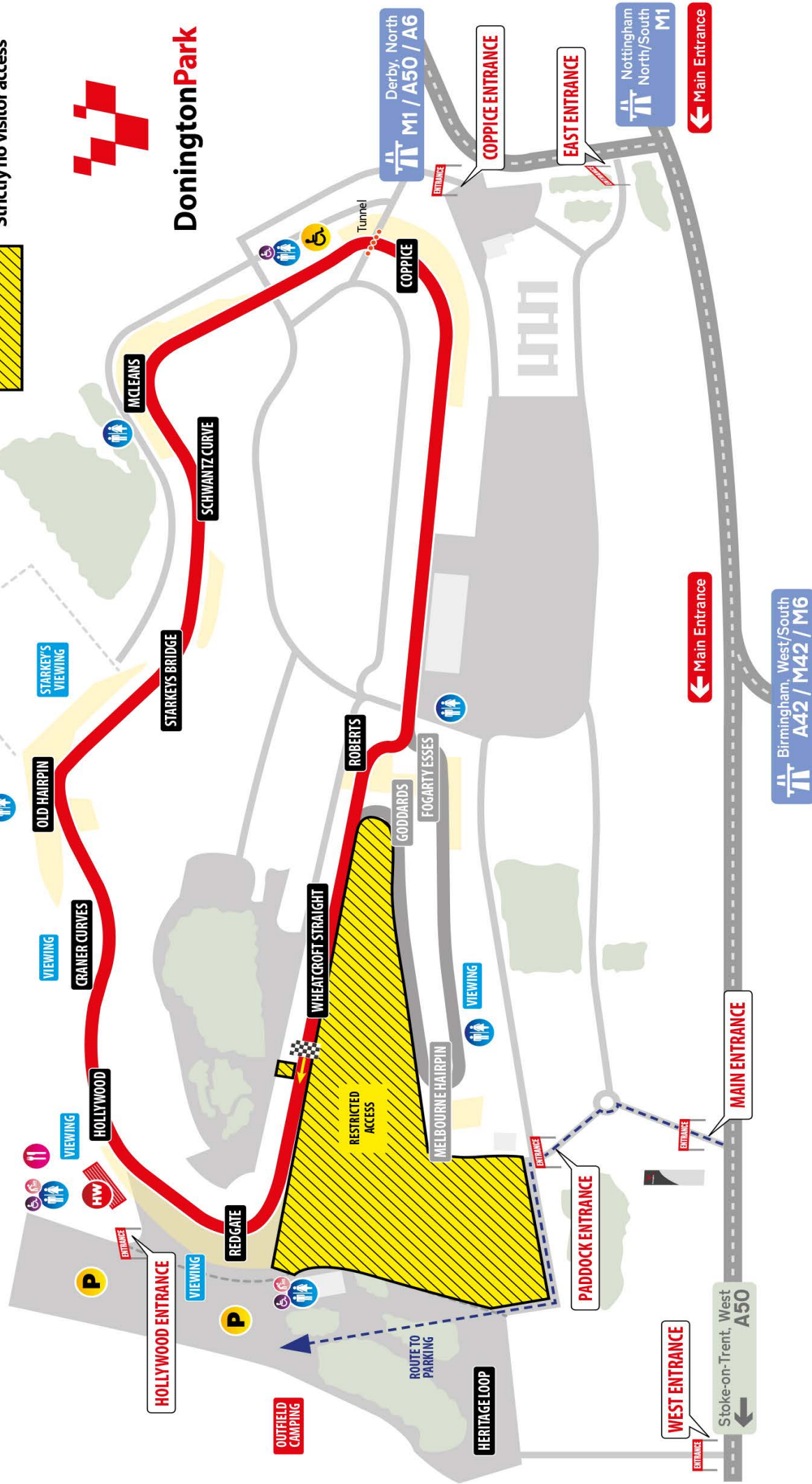
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Strictly no visitor access



Donington Park





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THUNDERSPORT GB

RACE CLASS INFORMATION



As Race Organisers & Promoters we must continually adapt the race classes we run to accommodate the wide range of machinery that is available to compete on. With the modern sportsbike classes this generally falls into line with the various National and International factory supported series such as World Superbikes and British Superbikes. However, some of the very best racing takes place on machinery that you wouldn't immediately associate with an ideal base for a race bike. I don't think Mr Honda looked at the first CB500 to roll off of the production line and thought "***I bet that would make a great race bike!***"

Well the truth is that pretty much anything with 2 wheels and an engine makes a pretty good race bike if is racing against something of fairly equal power / weight / technology. Have a quick search on the internet for "***Underbone Racing***" and you'll find some of the craziest and closest racing you've ever seen with Indonesian kids riding stripped down 125cc chicken chasers around the streets of Manila.

As promoters and Organisers we have to come up with not only races to cater for pretty much anything that riders can afford, but at the same time it has to make financial sense for us as the bills we have to pay to put events on are eye-watering and scary in equal measure.

So the "***Colonel Sanders 125 Chicken Chaser Grand Prix***" will probably never come to a mainstream British circuit, but we do have an incredibly wide range of classes here at Thundersport GB that you won't see anywhere else.

Here is a brief description of our classes (*this is an outline only - please see full technical regs for more info*):-

Thundersport GP1

These are the big capacity Open Class bikes featuring the latest Superbike & Superstock specification machinery. There are very few restrictions on what you can do to these bikes as long as they comply with the standard ACU safety regulations. Even active suspension is technically permitted, although it rarely appears as the off the shelf systems are not fully developed yet.

We run 3 different levels of championship for these bikes dependant on each riders licence grade and experience.

Elite riders are generally National Licence holders or Clubman Licence holders who have a track record of excellence in previous seasons.

Sportsman riders are generally Clubman Licence holders or newly qualified National Licence holders or sometimes riders coming from the smaller classes with limited experience.

Cup class riders are Intermediate Novice Licence holders or Clubman Licence holders with less experience than that required to move into the Sportsman/Elite classes.

Cubic Capacity	From 500 (2-stroke GP) or 700cc (4-stroke)	Up to 750 (2-stroke) or 1200 (4-stroke)
Dry Tyres	No Restrictions on Brand	Slick or Treaded
Wet Tyres	No Restrictions on Brand	Full Wet or Rain
Minimum Weight	100kg (2-Stroke) or 135kg (4-stroke)	
Engine Tuning	Any Tuning Permitted	No Turbo or Superchargers
Electronics	Any Electronics	No Ship to Shore Data Transmission

Thundersport 600 (including Pre-National 600)

These are the middleweight bikes featuring the latest Supersport & Superstock specification machinery. There are a few more restrictions on what you can do to these bikes, but generally tuning and suspension upgrades are allowed as long as they comply with the standard ACU safety regulations. Active suspension and slick tyres are not permitted in these classes.

We run 4 different levels of championship for these bikes dependant on each riders licence grade and experience.

Elite riders are generally National Licence holders or Clubman Licence holders who have a track record of excellence in previous seasons.

Sportsman riders are generally Clubman Licence holders or newly qualified National Licence holders or sometimes riders coming from the smaller classes with limited experience.

Pre-National Sport class riders are Intermediate Novice Licence holders or Clubman Licence holders with less experience than that required to move into the Sportsman/Elite classes.

Pre-National Freshman riders are Novice or Intermediate Novice riders with less than 5 days race experience prior to the start of each season.

Cubic Capacity	From 401cc 4-stroke	Max 636 (4-cylinder) or 675 (3-cylinder) or 850 (2-cylinder)
Dry Tyres	No Restrictions on Brand	Treaded Only
Wet Tyres	No Restrictions on Brand	Full Wet or Rain
Minimum Weight	161kg - 172kg (model specific)	
Engine Tuning	Any Tuning Permitted	No Turbo or Superchargers
Electronics	Any Electronics	No Ship to Shore Data Transmission

Thundersport GP1 Classic & Golden Era Superbikes

Around the year 2000 everything changed in the world of Superbikes with first the Yamaha R1 and then the first generation of Suzuki GSXR 1000s usurping the older 750cc homologation specials of the previous era. At that point we created a class for those great 750s and the Ducati 996s that raced against them called Golden Era Superbikes. Then with the advent of modern electronics the original first generation R1s and GSXRs suffered the same fate, so we created GP1 Classic to preserve this fantastic era of racing where most of the skill rested with the riders right wrist.

The two classes now share a grid and compete against each other in a very competitive format.

GOLDEN ERA SUPERBIKE (up to 1999 homologated models)

Cubic Capacity	601 (4-cylinder) 760 (2 & 3 cylinder)	750 (4-cylinder) 1000 (2 & 3-cylinder)
Dry Tyres	No Restrictions on Brand	Slick or Treaded
Wet Tyres	No Restrictions on Brand	Full Wet or Rain
Minimum Weight	145kg (4-stroke)	100kg (2-stroke)
Engine Tuning	Any Tuning Permitted	No Turbo or Superchargers
Electronics	Only Period Quickshifters	No Ship to Shore Data Transmission

THUNDERSPORT GP1 CLASSIC (up to 2002 homologated models)

Cubic Capacity	601 (4-cylinder) 760 (2 & 3 cylinder)	1000 (4-cylinder) 1200 (2 & 3-cylinder)
Dry Tyres	No Restrictions on Brand	Slick or Treaded
Wet Tyres	No Restrictions on Brand	Full Wet or Rain
Minimum Weight	145kg (4-stroke)	No 2-strokes
Engine Tuning	Any Tuning Permitted	No Turbo or Superchargers
Electronics	Only Period Quickshifters	No Ship to Shore Data Transmission

Golden Era Supersport & Steelsport (up to 2002 homologated models)

Supersport racing has always been the most frantic form of sportsbike racing and back in the 1990s this class were unkindly (but deservedly) labelled the "Axe Murderers" by many pundits. I remember parents ushering their children to safety when the Supersports were on their way to the grid and many of us thrived on that edgy reputation.

The first Yamaha R6 in 1998 changed the game and the older steel framed Honda CBRs that had dominated the class became the equivalent of taking a knife to a gunfight. As with the Superbike class, the advent of the next generation of fuel-injected bikes made these older carbies almost obsolete as well, but the racing was so good that we now preserve both Steelies and Carbies together on this very competitive grid in their own classes.

Cubic Capacity	from 401 (2 & 4-cylinder)	to 600 (4-cylinder) & 750 (2-cylinder)
Dry Tyres	No Restrictions on Brand	Treaded Tyres Only
Wet Tyres	No Restrictions on Brand	Full Wet or Rain
Minimum Weight	145kg (4-stroke)	No 2-strokes
Engine Tuning	Any Tuning Permitted	No Turbo or Superchargers
Electronics	Only Period Quickshifters	No Ship to Shore Data Transmission

Thundersport 500

This class is the cheapest form of mainstream racing in Europe. The bikes are cheap, basically standard with plentiful supplies of second hand spares. The racing itself is some of the closest and most competitive anywhere and the riders push these little commuter bikes well beyond anything they were originally designed for.

Due to the incredibly high numbers of riders we run 4 classes:-

Thundersport 500 Elite –

These are the best riders in the class and would all be very competitive in any other class if they had the budget and desire to move categories.

Thundersport 500 Sportsman –

These riders are still fairly inexperienced and are generally in the 2nd or 3rd year of competition.

Thundersport 500 Freshman –

These are Novice Licence holders who have less than 5 race days experience at the start of the season.

Thundersport 500 Seniors –

These are riders of any licence grade who are over 40 years old on 1st March of the relevant year.

Cubic Capacity	500cc (2-cylinder 4-stroke)	Honda CB500 - Kawasaki ER5 & Suzuki GS500
Dry Tyres	Dunlop Sportmax Control Tyres	Treaded Tyres Only
Wet Tyres	Dunlop Wet Control Tyres	Full Wet or Rain
Minimum Weight	140kg	All models
Engine Tuning	No Tuning	No Turbo or Superchargers
Electronics	No Electronics	Standard loom & ECU

Thundersport GP3 Superteens & GP2 Cup

The most successful junior championship in northern Europe is the Superteen Challenge, which has produced no less than 4 World Champions, 14 British Champions and a massive haul of Grand Prix and other International race victories since it's inception way back in 1996.

Originally running as a one make class, before morphing into a miniature Supersport class on production based machinery, the one consistent thing has been the close racing that produces future champions. Riders can begin to compete in this class at just 12 years old and continue right up until they are 21 years old if they so wish.

It isn't actually rocket science, you simply need to pool as many of the up and coming racers together on fairly equal machinery and their sheer determination to improve does the rest. Here they get plenty of great quality track time and real world competition.

The GP2 Cup element provides a place for the more torquey 400cc variants such as the Kawasaki Ninja 400 to compete in their own category without affecting the smaller capacity bikes unfairly.

Thundersport GP3 Superteens -

Cubic Capacity	from 125 (2-stroke)	300 (twin cylinder 4-stroke) 390 (single cylinder 4-stroke)
Dry Tyres	No brand restrictions	Treaded Tyres Only
Wet Tyres	No brand restrictions	Full Wet or Rain
Minimum Weight	118kg (2-stroke)	155kg (4-stroke)
Engine Tuning	Minimal Tuning	No Turbo or Superchargers
Electronics	Quickshifters Permitted	Kit Loom and ECU Permitted

Thundersport GP2 Cup

Cubic Capacity	from 125 (2-stroke)	400 (4-stroke twin or single cylinder)
Dry Tyres	No brand restrictions	Treaded Tyres Only
Wet Tyres	No brand restrictions	Full Wet or Rain
Minimum Weight	118kg (2-stroke)	155kg (4-stroke)
Engine Tuning	Minimal Tuning	No Turbo or Superchargers
Electronics	Quickshifters Permitted	Kit Loom and ECU Permitted

Thundersport GP2-Supertwins

By its very nature GP2-Supertwins is much more difficult to summarise, but we'll give it a bash.

Supertwins don't actually have to be twin cylinder bikes at all, they can be up to 2 cylinders, meaning that 4-stroke singles are also permitted. There are also variations in the rules dependent on whether a machine is water-cooled or air-cooled due to the different technologies involved.

This is very much designed to be an engineers class, where freedom to invent and create is encouraged. Even though the GP1 class does also have a lot of freedom to do this, the gains are often very small due to the highly advanced nature of modern Superbikes.

With the machines that make up the GP2-Supertwin class the base models are often a lot more basic and therefore the tuning gains can be huge. It also helps in this respect as the bikes are cheaper to start with and thus more of the budget can be used for improving the bike.

Cubic Capacity	from 350 (single cylinder)	700 (4-cylinder w/c) 820 (4-cylinder a/c) or 750 (1-cylinder)
Dry Tyres	No brand restrictions	Slick or Treaded
Wet Tyres	No brand restrictions	Full Wet or Rain
Minimum Weight	102 kg (up to 450cc)	128kg (up to 820cc)
Engine Tuning	No Tuning Restrictions	No Turbo or Superchargers
Electronics	Any Electronics	No Ship to Shore Data Transmission

Stocktwins

As the name implies, these are fairly standard twin cylinder machines with no tuning and very limited cycle parts upgrades to limit the costs involved. Favourite models are the Suzuki SV 650 and its derivatives and the Kawasaki ER6. There is a dispensation on capacity for 2-valve air-cooled machines which sees them benefit from a capacity hike to 820cc. A well ridden Stocktwin can get in amongst the GP2-Supertwins and give them a real race despite the power deficit. This is yet another very cost effective racing class.

Cubic Capacity	from 400cc	650 (4-cylinder w/c) or 820 (4-cylinder a/c)
Dry Tyres	No brand restrictions	Treaded Tyres Only
Wet Tyres	No brand restrictions	Full Wet or Rain
Minimum Weight	Not less than 15% under the standard motorcycle homologated weight	
Engine Tuning	No Engine Tuning	No Turbo or Superchargers
Electronics	No Quickshifters Permitted	No Ship to Shore Data Transmission

I RIDE TO WIN.



SPORTSMART *TT*



ROADSMART III



 **DUNLOP**

ENTRY LIST

1	Grant Whitaker	Halifax	HWW Race Products	Honda	500	E
2	Elliott Humphrey	Scunthorpe	Rat Out Racing	Honda	500	E
4	Gary Gray	Stourport	Concept Furniture	Honda	500	V
5	James Wilmot	Congleton	MCS Roofing & Cladding	Honda	500	E
7	Daniel Swift	Maltby	RP Motorsport	Honda	500	E
8	Karl Foster	Scunthorpe	Piston Fosters	Honda	500	V
11	Mark Leaning	Winterton	Winterton OAPs	Honda	500	V
18	Richie Connole	Scotton	JLR	Honda	500	V
19	Kev Burton	Thetford	K.Racersshed	Honda	500	V
20	Josh Langman	Walsall	Team ASJ	Honda	500	E
21	James Lee	Stockton on tees	Fibre-Lite Racing	Honda	500	E
28	Jonathan Hunt	Ashford	Hunts Racing	Honda	500	V
29	Robert Carver	Barnsley	SF Parts Ltd	Honda	500	S
31	Max MacRae	Wisborough Green	MacRae Racing	Honda	500	S
33	Richard Hughes	Walsall	Stumpy Racing	Honda	500	V
36	Jon Hunt	Portsmouth	RNRMRRT	Honda	500	S
38	Martin Radford	Swanwick	MotoRad Racing	Honda	500	V
40	Rhys Hutchinson	Middlesborough	Hutchinson Racing	Honda	500	E
44	Charlie White	Southampton	RNRMRRT	Honda	500	S
48	Allan Brookbanks	Newcastle	Brookbanks Racing	Honda	500	V
49	Paul Bowling	Southwold	PB Racing	Honda	500	V
51	Alan Tanton	Hull	Al's Autos	Honda	500	V
52	Rob Humpleby	Scunthorpe	Bella Racing	Honda	500	S
57	Dave King	Grantham	RP Motorsport	Honda	500	V
59	James Underhill	Camber	Team Thunder Chicken	Honda	500	S
62	Neil Thompson	Peterborough	Orange Man Racing	Honda	500	V
64	Rick Jenkinson	Macclesfield	Jenko Racing	Honda	500	S
66	Brett Price	Farley	Price Racing	Honda	500	S
72	Bobby Campbell	RAF Coningsby	Bobby Campbell Racing	Honda	500	V
78	Chris Took	Scunthorpe	Bella Racing	Honda	500	S
79	Lee Silvain	Bury St Edmunds	Silvain Racing Team	Honda	500	V
87	Finn Chalk	Glenrothes	FCR	Honda	500	E
88	Jack Turner	Broughton	Turner Racing	Honda	500	S
92	Gary Cutts	Mansfield	GTC Racing	Honda	500	V
95	Michael Mackinnon	Stevenston	FaF Racing	Honda	500	S
97	Nick Rogers	Ashby de la Zouch	PBSS Racing	Honda	500	S
99	Steven Butterworth	Wolverhampton	Rascal Racing	Honda	500	S
101	Darren Lunn	Swadlincote	Team 101	Honda	500	S
102	Andy Monnery	Exmouth	Monners Racing	Honda	500	V
113	Steven Kilpin	Grantham	RP Motorsport	Honda	500	V
121	Josh Leaning	Winterton	Shane Brocklehurst Transport	Honda	500	E
124	Lewis Booth	Sale	CDC Racing	Honda	500	S
129	Neil Attenborough	Ilkeston	Nang Racing	Honda	500	V
135	Tim Hawkins	Minehead	Hawkins Racing	Honda	500	V
144	Keith Shepherd	Ferryhill	Neil Beckett Racing	Honda	500	E
170	Stuart Cooke	Chester	Arrows	Honda	500	V
173	Daryll Harker	Harworth	Harker Racing	Honda	500	V
181	Andy Gerrard	Widnes	CG Racing	Honda	500	V
193	David McDonald	Scunthorpe	D McDonald Build	Honda	500	S
243	Declan Reeve	North Cave	JLR	Honda	500	S
261	Liam Silvain	Bury St Edmunds	Silvain Racing	Honda	500	S
313	Matt Hanton	Immingham	3one3 Motorsports	Honda	500	E
333	Sam Palfreyman	Nottingham	Phoenix Microlights	Honda	500	E
415	Stuart Burgess	Bardney	SB Racing	Honda	500	S
500	Paul Manning	Retford	Doncastercars.com	Honda	500	V
636	Dave Catling	Selby	DNL Racing	Honda	500	V



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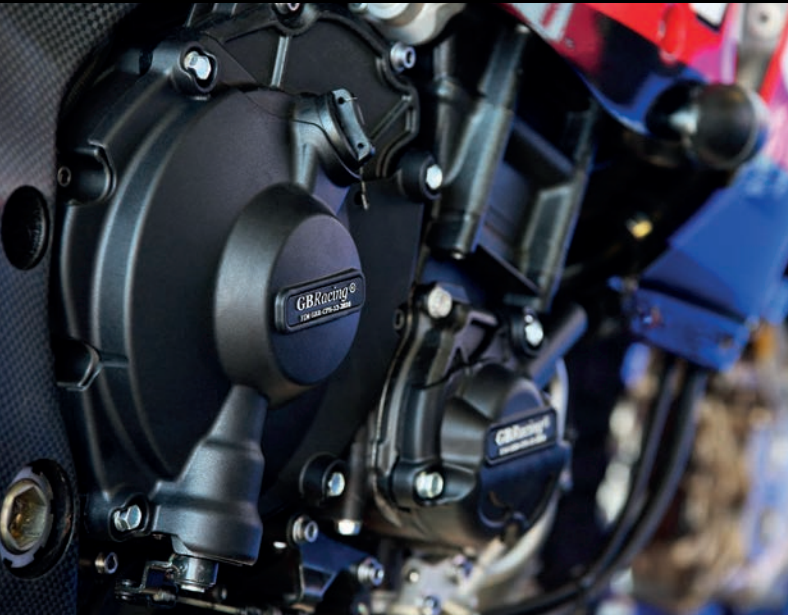
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ENTRY LIST

2	Kieran Smith	Scunthorpe	Corkie Racing	Suzuki	1000	GP
4	Mick Riddle	Truro	RAF MSA	Suzuki	750	SBK
5	Gordon Grigor	Glasgow	GG Racing	Suzuki	1200	GP
6	Liam Vella	Lincoln	Vella Racing	Yamaha	1000	GP
8	John Dieterman	Preston	Team Baxi	Ducati	888	GP
14	Brad Davey	Abingdon	Moto 14	Ducati	998	GP
18	Sigitas Cerniauskas	Birmingham	SC Moto-Yamaha	Yamaha	1000	CUP
20	Andy Challis	Peterborough	CT Racing	Suzuki	750	SBK
22	Remigijus Matuzas	Northolt	SC Moto-Yamaha	Yamaha	1000	CUP
24	Andy Scanlon	Thatcham	Stubble Racing	Ducati	996	SBK
25	Howard Burchnall	Wragby	HB Racing	Suzuki	750	CUP
29	Thomas Ellam	Hemingborough	ERC	BMW	1000	CUP
31	Terry Fuller	Evesham	Full On Racing	BMW	1000	CUP
32	Elliot Kirk	Tockwith	EAK Racing	Aprilia	1000	CUP
35	Mark Biswell	Quainton	Bizzle Bikesport	Suzuki	1000	GP
36	Stuart Goodson	Southsea	RNRMRRT	Suzuki	750	SBK
37	Vince Carlton	Market Rasen	CT Racing	Ducati	996	SBK
39	Steven Bland	Stansted	VP Racing Fuel	Suzuki	1000	GP
40	Joel Baldwin	Kidlington	JB Racing	BMW	1000	CUP
41	Scott Darnton	Warrington	DC Racing	Yamaha	1000	CUP
45	Steve Bryson	Pontefract	SB Racing	Honda	1000	CUP
46	Greg Lewis	Warrington	SMD Tyres/Thunder Chicken	Yamaha	750	SBK
49	Kevin Howdle	Cannock	Alpha Training UK	Suzuki	1000	GP
50	Neville Lorimer	Bicester	NFE Events	Suzuki	1000	CUP
53	Thomas Down	Newton Abbott	Redcircles HST	Yamaha	1000	CUP
57	Oliver Mann	Kegworth	Ollie Mann Racing	Yamaha	750	SBK
61	Nick Williamson	Southampton	RBM	Honda	1000	SBK
66	Tony Broome	Preston	DC Racing	BMW	1000	CUP
69	Lee Brocklebank	Louth	Solaire	Yamaha	1000	GP
70	Andy Bower	Melton Mowbray	Semtex Racing	Kawasaki	1000	CUP
72	Gary Ford	Chapel en le Frith	Hello Dave	Kawasaki	1000	CUP
89	Chris Ganley	Clevedon	G-Rex Racing	Yamaha	1000	CUP
96	Ian Evans	Caldicott	British Army Race Team	Kawasaki	1000	CUP
98	Donald Thomas	Lincoln	Pinhead Racing	Suzuki	1000	GP
119	Alun Brooks	Welshpool	Brooks Boyz Racing	Kawasaki	900	GP
155	Mark Parnell	Yarm	MP Racing	Yamaha	1000	CUP
188	Austen Webster	Bude	AW Racing	Suzuki	1000	CUP
355	Mark Ess	North Thoresby	Hi-Lite Signs Racing	Yamaha	750	SBK



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ENTRY LIST

2	Stephen Taylor	Oakham	STR Racing Team#2	Suzuki	1000	E
3	Adam Reavill	Grimsby	Specsavers Hull Racing	Suzuki	1000	E
4	Richie Harrison	Fleetwood	RAP Racing	Kawasaki	1000	E
5	Alex Baker	Ormskirk	Team BBR	Suzuki	1000	E
9	Paul Charman	Accrington	MKW RaceEngineer.co.uk	Yamaha	1000	E
14	Jamie Sykes	Barnsley	Sykes Racing	Kawasaki	1000	S
15	Will Harper	Crick	MAH Racing	Suzuki	1000	E
17	Gordon MacDonald	Carstairs	EAD Racing	Suzuki	1000	S
21	Chris Barnes	Preston	DC Racing	BMW	1000	E
24	Lee McLaughlin	Leeds	Lee Mc/JAB Racing	Suzuki	1000	E
28	Oliver Towl	Louth	Towl Racing	Yamaha	1000	S
37	Peter Brown	Salisbury	British Army Race Team	Yamaha	1000	E
42	Jonathan Perry	Winsford	Gordon Huxley Racing	Kawasaki	1000	E
45	Chris Curtis	Hawbridge	MSG Racing & Dyno	Suzuki	1000	S
46	Robert Coppock	Runcorn	RC Racing	Honda	1000	S
48	Aaron Collins	Milton Keynes	Precision Racing	BMW	1000	S
51	Leon Wilton	Liss	British Army Race Team	Yamaha	1000	S
53	Joe Ravenscroft	Huddersfield	Ravenscroft Transport	BMW	1000	E
57	Ryan Strafford	Mirfield	RS Racing	Kawasaki	1000	E
59	Alberto Solera	Syresham	Solera Sport	Ducati	959	S
65	Dan Eaton	Poole	Eaton Racing	Kawasaki	1000	E
66	Brendan Mallinder	Rotherham	Team Mally	BMW	1000	E
68	Kieran Forbes	Leeds	FB Racing	BMW	1000	S
71	Phil Crowe	Market Rasen	Crowe Performance	BMW	1000	E
81	James Hind	Market Rasen	NL Components	Suzuki	1000	E
82	Joe Holdsworth	Holmfirth	JoeHoldsworthRacing#82	BMW	1000	E
84	Antony Moore	Beverley	Specsavers Hull Racing	Suzuki	1000	S
88	James MacGregor	Ormskirk	Rentals UK Ltd	Aprilia	1000	S
91	Alex Pozzi	Milton Malsor	MSG Racing & Dyno	Suzuki	1000	S
95	Ross Simpson	Chessington	Simpson Racing	BMW	1000	E
97	Donatas Balciunas	Milton Keynes	Donis Racing	Suzuki	1000	S
99	Bob Collins	Bexley	Team FWR	Suzuki	1000	E
111	John Robb	Stockport	EMTT / John Robb Racing	Suzuki	1000	E
143	Seb Bulpin	Camberley	SB Racing	Kawasaki	1000	E
144	Connor Semley	Barnsley	Semley Racing	Kawasaki	1000	S
145	Daniel Forbes	Leeds	FB Racing	Suzuki	1000	S
195	Simon Franklin	Durham	Franklin Racing	Kawasaki	1000	S
284	Matthew Seeds	Pocklington	Homeplan	BMW	1000	S
414	Glen Phillips	Mountain Ash	Gap Motorcycles	Yamaha	1000	S
775	Robert Smith	Reading	SCH Motoprep	BMW	1000	E

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ENTRY LIST

2	Roddy Taylor	Aldershot	Roddy Taylor Racing	Kawasaki	650	GP2
10	Jamie Moore	Buxton	JLR	Honda	500	FM
12	Max Bartle	Lincoln	Lincs Road & Race	Honda	500	FM
17	Jonny Towers	Coton in Elms	Team Edge RST	Kawasaki	650	GP2
21	Sam Ward	Sandbach	Team Ward Racing	Kawasaki	650	GP2
23	Lewis Smart	Sandy	Race Smart	Honda	500	FM
24	Max Lofthouse	Simonstone	Maxit 24-7	Kawasaki	650	GP2
27	Kenten Rademan	Bournemouth	RNRMRRT	Honda	500	FM
30	Ryan Strafford	Mirfield	Patch Racing	Suzuki	650	GP2
34	Adrian Teasdale	Carlisle	Van Glass Racing	Suzuki	650	ST
39	Scott Young	Alnwick	Young Racing	Kawasaki	650	GP2
42	Max Dixon	Spital	MD Racing	Suzuki	650	GP2
43	Adam Kirton	Dereham	AK Racing	Honda	500	FM
45	Andrew Castle	Scopwick	RAF MSA	Suzuki	650	ST
47	Edward Boyce	Ashbourne	Boycey Racing	Honda	500	FM
54	Paul Smith	Barnsley	Surface Surgeon	Honda	500	FM
55	Ben Rainbow	Plymouth	RAF MSA	Suzuki	650	ST
56	Brian Fuidge	Poole	RNRMRRT	Kawasaki	650	GP2
58	Matthew McGowan	Enniskillin NI	McGowan Racing	Suzuki	650	ST
63	Paul Wild	Hull	Al's Autos	Honda	500	FM
65	James McMillan	Stratford u Avon	McMal Motorsport	Honda	500	FM
66	Josh Leddy	Bridlington	JL Racing	Kawasaki	650	GP2
70	Paul Williams	Beaworthy	PW Racing	Suzuki	650	ST
73	Dean Ratcliff	Dursley	Road Runner M/C Stroud	Suzuki	650	ST
80	Nick Creasey	Spalding	MC Racing	Honda	500	FM
81	Luke Terry	Exmouth	RNRMRRT	Suzuki	650	GP2
83	Robert Childs	Leigh	JRC Racing	Suzuki	650	ST
84	Paul Magnay	Appleby	Jolly Roger Racing	Suzuki	650	ST
89	Sean Seddon	Northop	SS Racing	Kawasaki	650	GP2
92	Richard Childs	Warrington	JRC Racing	Suzuki	650	ST
93	Liam Palmer	Tidworth	British Army Race Team	Suzuki	650	ST
98	Chris Turner	Comber NI	British Army Race Team	Kramer	690	GP2
105	Elliott Peach	Romsey	Racelab Suspension	Suzuki	650	ST
142	Robin Newbold	Dronfield	RN Racing	Honda	500	FM
145	Bradley Catling	Selby	DNL	Honda	500	FM
155	Scott Campbell	Newcastle	Splinty Racing	Kawasaki	650	GP2
215	Dean Livesey	Darwen	DC Racing	Suzuki	650	ST
260	Greg Pymm	Watford	GP Racing	Suzuki	650	ST
272	Mark Dickinson	Gainsborough	MD Racing	Honda	500	FM
616	Craig Szczypek	Buckingham	2Zs Racing	Suzuki	650	GP2



CLASS LAP RECORDS & 2019 CHAMPIONS

GP2 - 1.14.068 Lukas Wimmer - 2019 Champion Jacque Foley

Stocktwins - 1.15.903 Matt Truelove - 2019 Champion Alberto Solera

Thundersport 500 - 1.20.592 Graeme Frear - 2019 (FM) Champion Gary Gray





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ENTRY LIST

2	Zak Corderoy	Blewbury	Zak Corderoy Racing	Kawasaki	600	E
6	Conor Wheeler	Hatfield	conorwheeler.co.uk	Yamaha	600	E
7	Carl Ogden	Mansfield	Ogden Racing	Honda	600	S
8	Paul Cunvin	Reading	RAF MSA	Kawasaki	600	E
14	Doug Edmondson	Sevenoaks	Edmondson Racing	Triumph	675	E
15	Michael Coxon	Stockton	MDC Racing	Yamaha	600	S
16	Mike Browne	Killeagh ROI	Mike Browne	Kawasaki	600	E
19	Joe Talbot	Warrington	WMC - JT19	Kawasaki	600	E
21	Stephen Thomas	Salisbury	Elite Services Racing	Triumph	675	S
24	Max Dixon	Spital	MD Racing	Triumph	675	E
32	Luke Burnett	Branston	Luke Burnett Racing	Yamaha	600	S
33	Taylor Rose	Horley	Rose Racing	Triumph	675	E
34	Arnie Shelton	Bourne	Shelton Racing / MKW	Kawasaki	600	E
56	Brian Fuidge	Poole	RNRMRRT	Kawasaki	600	S
63	Joshua Coward	Westbury	Coward Racing	Kawasaki	600	E
66	Dan Frear	Scunthorpe	Bass Tyres / NLC	Yamaha	600	E
69	Gareth Cunningham	Slough	Right Gear Racing	Yamaha	600	S
71	Joel Morris	Deeside	A1 Motorcycles	Kawasaki	600	E
72	Max Wadsworth	Halifax	Specialised Group	Yamaha	600	E
74	Scott Stevens	Derby	East Midland Superbike	Kawasaki	600	E
78	Matthew Bower	Sheffield	CWK	Kawasaki	600	E
81	James Hind	Market Rasen	NL Components	Yamaha	600	E
82	Andy Lock	Glenluce	Lock Racing	Yamaha	600	E
84	Aaron Silvester	Horncastle	A&J Racing	Yamaha	600	E
88	Michael Large-Taylor	Grimsby	Large-Taylor Racing	Yamaha	600	E
95	Max Stainton	Louth	Stainton Racing	Kawasaki	600	E
96	Ryan Dixon	Folkestone	Ryan Dixon Racing	Yamaha	600	E
99	Jack Bednarek	Pudsey	HEC Decorating CFM	Yamaha	600	E
117	Joe Hendrie	Stockport	BBB Racing	Triumph	675	E
118	Craig Moffat	Helensburgh	BBB Racing	Triumph	675	E
119	Ben Wilson	Reading	Ride in Bike Tyres	Kawasaki	600	S
134	Don Gilbert	Nutbourne	The Don Racing	Kawasaki	600	E
164	Joe Duggan	Doncaster	M&S Performance	Kawasaki	600	E
173	Andrew Cullum	Ashton u-Lyme	NPORS	Yamaha	600	S
202	Richard Gill	Indian Queens	Giller Racing 202	Yamaha	600	S
212	Gareth Roberts	Chippenham	GR Racing	Yamaha	600	S
519	Eric Telger	RAF Croughton	Eric Telger Racing	Yamaha	600	S
543	Stefan Ellis	Worcester	Bespoke Bathing Co	Yamaha	600	S



CLASS LAP RECORD & 2019 CHAMPIONS

Lap Record = 1.10.027 - James Rose

2019 Sportsman Champion Max Stainton

2019 Elite Champion Luke Hopkins





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ENTRY LIST

1	Ryan Garside	Fleetwood	Myerscough EasyPay	Yamaha	600	SS
3	Adrian Bridges (v)	Solihull	Chipmonk Nut Racing	Yamaha	600	SS
11	Gary Lawton	Lincoln	RAF MSA	Yamaha	600	SS
14	Brad Davey (v)	Abingdon	Moto 14	Ducati	748	SF
15	Dan Taylor	Scunthorpe	Specialist Surface Preparation	Yamaha	600	SS
16	Luke MacRae	Billingshurst	European Pumps Services	Yamaha	600	SS
18	Carl Vickers (v)	Nantwich	CV Racing	Yamaha	600	SS
19	Neil Schofield (v)	Barnsley	Schofield Racing	Yamaha	600	SS
22	Steve Lester	Bury StEdmunds	SL Racing	Honda	600	SF
34	Ryan Hughes	Brackley	RNRMRRT	Yamaha	600	SS
41	Daniel Jones	Shirley	Chipmonk Nut Racing	Yamaha	600	SS
42	Phillip Ashworth	Winsford	PhilAshworthRacing	Yamaha	600	SS
43	Rob Vickerman	Willerby	Air Tech / RAF MSA	Yamaha	600	SS
51	Paul Debnam (v)	Irthlingborough	Hellcat Racing	Yamaha	600	SF
55	Stuart Crossland	Barnsley	AS Racing	Honda	600	SF
56	Phil Cox (v)	Maldon	AF Switchgear	Yamaha	600	SS
57	Alan Curtis	Helston	RNRMRRT	Yamaha	600	SS
60	Dave Langley	Dereham	Petes Plumbing/Westcotec	Honda	600	SS
61	David Snipp	Clacton on sea	STAR Racing	Yamaha	600	SS
66	Liam Vella	Lincoln	Vella Racing	Yamaha	600	SS
69	Paul Greenhoff (v)	Barnsley	Ratso Racing	Yamaha	600	SS
75	Harry Pullar	Crieff	HH Racing	Yamaha	600	SS
77	Matty Whelan	Barnsley	ATS Racing	Honda	600	SF
78	Stephen Hall (v)	Conwy	DCA Racing	Honda	600	SF
86	John Gibson (v)	Stockholm	CT Racing	Ducati	748	SF
87	Edward Ansell	Billingshurst	EA Racing	Yamaha	600	SS
95	Michael Mackinnon	Stevenston	FaF Racing	Yamaha	600	SS
148	Matt Sayle	Northwich	Original Body Shop	Yamaha	600	SS
150	James Curry	Sleaford	Rodders Road Racing	Yamaha	600	SS
162	Gethin Edwards (v)	Holyhead	TN Robinson Ltd	Honda	600	SF
171	Ian Davidson (v)	Camberley	UK Defence Networks171	Honda	600	SS
175	Nik Sweet (v)	Tamworth	NS Racing	Yamaha	600	SS
202	Lee Clack	Epsom	UK Defence Networks202	Honda	600	SS
212	Alex Platt	Lincoln	B & B Motorcycles	Suzuki	600	SS
267	Chris Spooner	Stoke on Trent	CV Racing	Yamaha	600	SS
315	Ashley Thompson	Market Rasen	Moto 46	Yamaha	600	SS
338	David Parkinson (v)	St Helens	Funky Timber	Yamaha	600	SS
961	Jack Sim	Crowborough	Platform Lift Engineers	Yamaha	600	SS

CLASS LAP RECORDS & 2019 CHAMPIONS

Supersport - 1.13.938 Chris Hellewell - 2019 Champion Tony Waistnage
 Steelsport - 1.16.841 Jon Wright - 2019 Champion Ryan Garside



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ENTRY LIST

3	Adam Reavill	Grimsby	Specsavers Hull Racing	Suzuki	1000	DD1
4	Caolan Irwin	Leterkenny ROI	Irwin Racing	Kawasaki	600	DD6
6	Dan Shailer	West Wickham	McShailer Racing	Yamaha	1000	DD1
9	Barry Graham	Newry NI	BG Boats	BMW	1000	DD1
14	Jack Nixon	Folkestone	Santander Salt	Kawasaki	600	DD6
17	Gordon MacDonald*	Carstairs	EAD Racing	Suzuki	1000	DD1
18	Richard Spencer-Fleet	Bulford	British Army Race Team	Ducati	959	DD1
19	Joe Talbot	Warrington	WMC - JT19	Kawasaki	600	DD6
21	Daniel Brooks	Rochester	JR Performance	Kawasaki	600	DD6
23	George Stanley	Stapleton	R4r Racing	MV Agusta	675	DD6
26	Mike Norbury	Astley	DC Racing	Suzuki	1000	DD1
30	Ryan Gibson	Banbridge NI	Gibson Motors	Kawasaki	1000	DD1
33	Taylor Rose	Horley	Rose Racing	Triumph	675	DD6
34	Arnie Shelton*	Bourne	Shelton Racing / MKW	Kawasaki	600	DD6
37	James Bull	Southampton	R4r Racing	MV Agusta	675	DD6
44	Harry Truelove	Lincoln	Crowe Performance	Yamaha	600	DD6
48	Aaron Collins*	Milton Keynes	Precision Racing	BMW	1000	DD1
53	Joe Ravenscroft	Huddersfield	Ravenscroft Transport	BMW	1000	DD1
56	Charlie Atkins	Snaith	Synergy Racing	Kawasaki	600	DD6
59	Matt Truelove	Lincoln	Crowe Performance	BMW	1000	DD1
69	Rhys Irwin	Leterkenny ROI	Irwin Racing	Yamaha	600	DD6
71	Phil Crowe	Market Rasen	Crowe Performance	BMW	1000	DD1
82	Gareth Mackey	Banbridge NI	MSM Contracts	Suzuki	1000	DD1
88	Josh Daley	Wigan	Josh Daley Racing	Kawasaki	1000	DD1
89	Jonny Singleton	Markethill NI	JSR Kawasaki	Kawasaki	1000	DD1
90	Michael Austin	Oxford	MPA Racing	Suzuki	1000	DD1
95	Max Stainton*	Louth	Stainton Racing	Kawasaki	600	DD6
97	Bradley Perie	Kendal	DC Racing	BMW	1000	DD1
99	Ben Luxton	Stockport	JR Performance	Kawasaki	600	DD6
100	Ross Irwin	Carrickfergus NI	Ross Irwin Racing	Kawasaki	1000	DD1
143	Seb Bulpin*	Camberley	SB Racing	Kawasaki	1000	DD1
169	Gareth Cunningham*	Slough	Right Gear Racing	Yamaha	600	DD6
173	Andrew Cullum*	Ashton u-Lyme	NPORS	Yamaha	600	DD6
199	Callum Grigor	Wishaw	Kirkaldy Kawasaki	Kawasaki	1000	DD1
284	Matthew Seeds	Pocklington	Homeplan	BMW	1000	DD1
519	Eric Telger*	RAF Croughton	Eric Telger Racing	Yamaha	600	DD6
775	Robert Smith*	Reading	SCH Motoprep	BMW	1000	DD1
991	Jack Bednarek	Pudsey	HEC Decorating CFM	Yamaha	600	E

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6	Josh Hipwell	Doncaster	Hipwell Racing	Yamaha	600	S
8	George Pidcock	Swanwick	8 Ball Custom Paintwork	Kawasaki	600	S
19	Ben Grayson	Armthorpe	BGR Motorsports	Kawasaki	600	S
20	Dean Bednarek	Pudsey	HEC Decorating Spec.	Yamaha	600	S
26	Bailey Harker	Spalding	Harker Racing	Yamaha	600	S
27	Brandon McCabe	West Bromwich	HTR BGM Motorsport	Yamaha	600	S
30	David Leith	Dundee	British Army Race Team	Yamaha	600	S
32	James Leslie	Ruislip	RAF MSA	Yamaha	600	S
33	Jack Pearce	Worksop	B&L Services	Kawasaki	600	S
37	Clayton Grover	Fleet	Charltons PMC	Yamaha	600	S
39	James McKenzie	Clydebank	British Army Race Team	Suzuki	600	S
42	Daniel Dove	Chester	Dove Racing	Kawasaki	600	S
44	Jorge Halliday	Chilwell	Jorge Halliday Racing	Yamaha	600	S
48	Steve Irving	Brentwood	Team Irving	Yamaha	600	S
55	Arthur Gissing	Broughton	Bass Tyre Service / NLC	Yamaha	600	S
56	Robert Llewelyn-Thomas	Plymouth	RNRMRRT	Yamaha	600	S
58	Neville Otter	Lincoln	SB Racing	Kawasaki	600	F
62	Sam Cartwright	Corsham	British Army Race Team	Honda	600	S
65	Joshua Humphries	Broughton	GME Electrical	Yamaha	600	F
67	Gary Cranage	Tern Hill	Black Cat Racing	Kawasaki	600	F
71	Myles Speight	Leeds	Spice Boy Racing	Yamaha	600	F
75	Max Wilmot	Gosport	RNRMRRT	Yamaha	600	S
78	John Miller	Swindon	British Army Race Team	Yamaha	600	S
79	Nick Barnes	Peterborough	Park Electric	Yamaha	600	S
80	Morgan Creasey	Spalding	MC Racing	Yamaha	600	S
82	William Twiggs	Bristol	Twiggs Racing	Triumph	675	S
87	Edward Ansell	Billingshurst	EA Racing	Yamaha	600	S
88	Benji Compton	Halifax	BC Racing	Yamaha	600	S
90	Andrew Lyle	Worksop	KS Performance	Kawasaki	600	S
94	Alex Pearson	Woodville	PBD / AP Racing	Triumph	675	S
98	Thomas Morris	Branston	Morris Racing	Honda	600	F
100	Scott Watterson	Daventry	SW Racing	Suzuki	600	S
116	John Tierney	Birmingham	JT Racing	Triumph	675	F
121	Liam Thornton	Bootle	Thornton Racing	Kawasaki	600	S
131	Colin Wilson	Yeovil	RNRMRRT	Suzuki	600	S
166	Steven Wood	Altrincham	CRL Racing	Yamaha	600	S
235	Joe Miles	Bude	JM Racing	Suzuki	600	F
242	Keith Stringer	Whitby	Stringer Racing	Yamaha	600	F
300	Sam Ho	Nantwich	Moore's Metals	Yamaha	600	S
513	Zach Tansley	Chaddesden	Jeff Tansley Electrical	Triumph	675	S
643	Harry Harris	Broadway	Bespoke Bathing Racing	Yamaha	600	S
647	Thomas Major	Derby	MajorTomRacing647	Triumph	675	S

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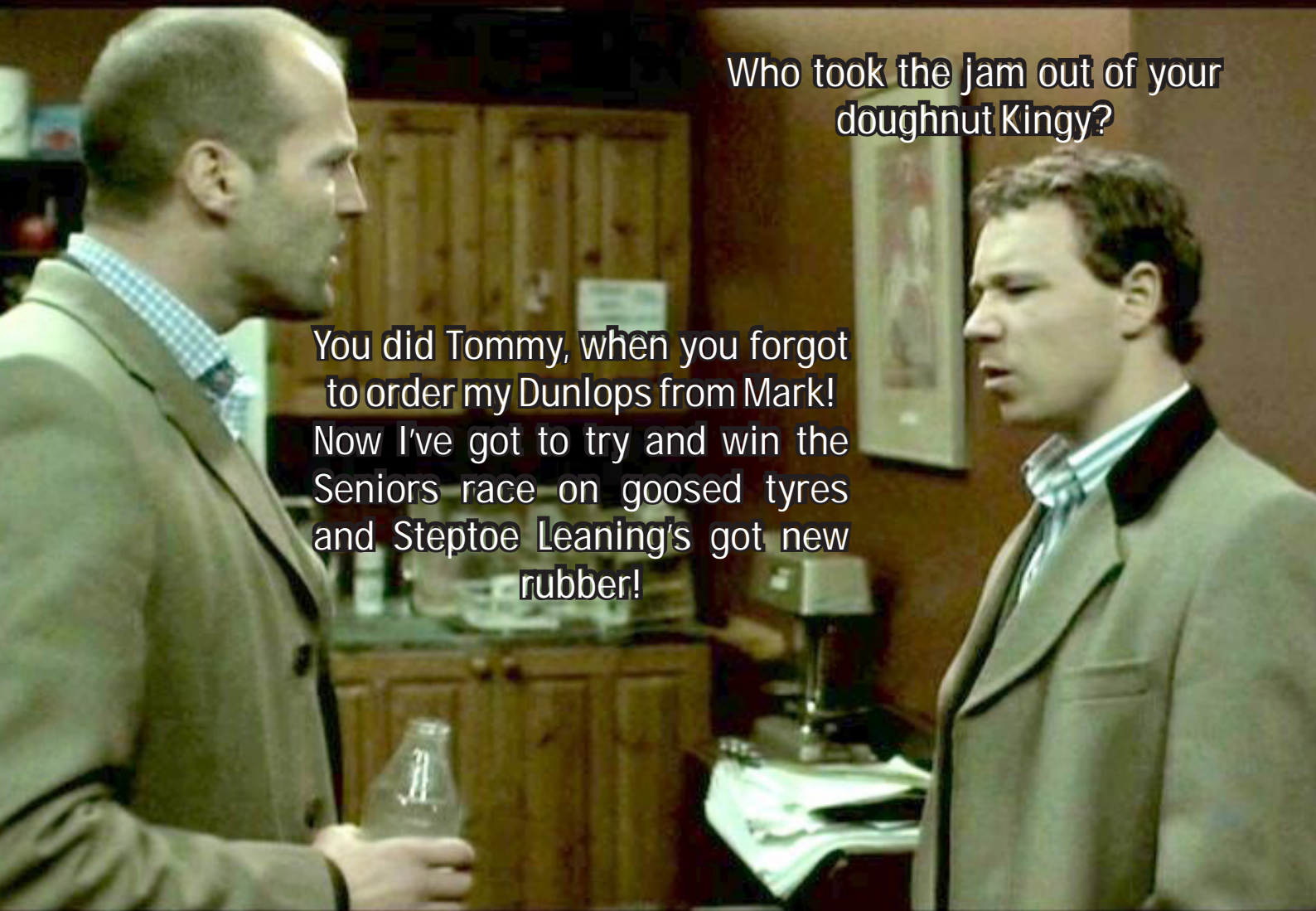
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ENTRY LIST

3	Lewis Jones	Walesby	151s	Kawasaki	400	GP2
4	George Fawcett	New Milton	GF Racing	KTM	390	GP3
7	Kieran Smith	Reading	RS Racing Academy	Kawasaki	300	GP3
15	Matthew Rutter	Chestre le Street	Rutters Race Team	Kawasaki	300	GP3
16	Jamie Hanks-Elliott	Birmingham	Hanks Racing	Kawasaki	300	GP3
17	Zak Shelton	Mansfield	M&S Performance	Kawasaki	400	GP2
18	Polly Richardson	Salton	Polly-Gone Racing	Kawasaki	400	GP2
20	Scott McCrory	Larne NI	Jackal Racing	Yamaha	300	GP3
21	Scarlett Robinson	New Mills	The Fire Place	KTM	390	GP3
24	Luke Gilby	Carmarthen	LG Racing	Kawasaki	400	GP2
25	Lewis Jones	Tycroes	Lewis Jones Racing	KTM	390	GP3
31	Chace Collymore	Mirfield	Collymore Racing	KTM	390	GP3
41	Lynden Leatherland	Ollerton	GL Fabrications	Kawasaki	400	GP2
42	Christopher Johnson	Croydon	Racecraft	Kawasaki	400	GP2
44	Jack Smith	Rotherham	JS Racing	KTM	390	GP3
46	Ash Barnes	Lincoln	Barney Racing	Kawasaki	400	GP2
48	Joe Howard	Rochdale	Samper Installations	Kawasaki	300	GP3
50	Jayda Howe	Ipswich	Jayda Howe Racing	Yamaha	300	GP3
51	Alex Duncan	Newtownards	Alex Duncan Racing 51	Kawasaki	300	GP3
55	Brody Crockford	Blackfield	Crescent Yamaha	Yamaha	300	GP3
64	Kevin Coyne	Killarny ROI	Kevin Coyne Racing	Kawasaki	400	GP2
66	Katie Hand	Caistor	#handracing66	Yamaha	300	GP3
71	Joe White	Bromley	Just in Graphics	Kawasaki	300	GP3
72	Martin Burnett	Carnmoney NI	Zakado Racing	Yamaha	300	GP3
77	Finley Arscott	Lifton	Arscott Racing	Kawasaki	300	GP3
83	Harris Beech	Bridgnorth	Batham Racing	Yamaha	300	GP3
84	Samuel Laidlow	Appleby	LFR	Yamaha	300	GP3
110	George Hopper	Derby	Hopper Racing	Kawasaki	300	GP3
158	Reece Coyne	Tramore ROI	Ellickson Engineering	Yamaha	300	GP3
775	Christian Smith	Reading	RS Racing Academy	Kawasaki	300	GP3

CLASS LAP RECORD & 2019 CHAMPIONS

Lap Record - 1.22.336 - Louis Rendell

2019 GP3 Superteen Champion - Joe Talbot

2019 GP2 Cup Champion - Zak Shelton

CORONAVIRUS VS THE A TEAM

Copied below is an old Marshals page piece that I wrote a couple of years ago and I was recently reminded that this new challenge we are facing will require even more of the team effort that it refers to. During the writing up of all the extra documentation for this event I have had to try to second guess all of the things that (*whilst unlikely*) might go wrong. The list sometimes seemed endless and every solution seemed to throw up the possibility of even more issues.

Having put up with quite a few weeks of sleepless nights due to my not being able to stay still, Bernadette finally ran out of patience and made me tell her what was troubling me. She listened and then came up with the simplest and most sincere response "*You lead a whole team of problem solvers, they're not going to be stopped by this new situation, they'll just come up with solutions and make things work, because they are the best!*"

I had a good nights sleep for the first time in weeks, because I knew she was right.

"*You need me, I don't need you!*" is an expression I used to use all the time when I did private contracts (*Ed Sheeran nicked the phrase for one of his hits, but I was using it years ago*).

That was because I have never tendered for work or advertised. People have always come to me and asked me to give them a price on whatever job they wanted done. The price always depended on the level of hassle and, because I was usually a last resort, the customers knew and accepted that.

Sometimes I took the job, sometimes I didn't.

The tasks were invariably sorting out the chaos of someone else's mess and those jobs always entail a lot of running around to mend bridges and get things moving in the right direction again.

I have been a fixer my whole life, someone who people bring in when they have few (*if any*) options left. I've always been very aware that I'm not the easiest bloke to work with, but I get stuff done.

All that changed for me when I got involved in motorcycle racing, both as a rider and an organiser.

I got into organising motorcycle race meetings due the now infamous "**Golden Island Road Races**" in Malta way back in 1995. These were organised by Bemsee on the Mediterranean holiday island and went so horribly wrong that it will make the basis for a novel one day. (*one day when all the main characters are safely in the ground that is*)

The upshot was that I got thrown a handful of Maltese pounds and got told to sort out the mess whilst the rest of the Board of Directors got on the next plane back to the UK. An adventure followed.....

The point though, was that on returning to England and taking on the running of a motorcycle club, for the first time in my life I found myself in an environment where I wasn't the most important component in the whole jigsaw.

It quickly dawned on me that we were all equal, from the assembly area marshals, to the most remote flag marshal,

the person calling the races, the start line lap scorer and even the peg runner (*I'll explain about the peg runner some other time, but it has nothing to do with female domination*).

Instead of struggling with this new way of working, I found it compulsively addictive and I wanted the whole team to see it in the same way.

The old Officials, Marshals, Scrutineers, Riders divides had no place in the sport as far as I was concerned.

YES, the riders are part of the team as well!

Without their cooperation and good will, the whole thing falls apart, so when I talk about "**The Team**" I refer to the whole set up, riders too.

After 25 years in the business I think we now all pretty much look at it in the same way and that bears fruit in allowing us to run race programmes that others can only dream of. "**The A-Team**" is an overused phrase, but I can't think of a more fitting description.

Last year (2018), when the Moto-GP was cancelled at Silverstone, we were battling the same elements in a far less hospitable environment – Trac Mon on the island of Anglesey.

Our team got the job done, in full, on time and it was only on the way home that we heard that Moto-GP with all of the vast resources at their disposal had succumbed to that storm.

This year (2019) over the weekend of 26th to 28th April, we were attacked by Storm Hannah at Snetterton – the flattest, windiest and least sheltered place in the country.

All 16 circuits in the UK were running motorsport events that weekend and only one organiser completed their whole programme without cutting laps or losing races..... You guessed it, the Thundersport GB "**A-Team**" did it again!

So it turns out that Ed Sheeran was wrong, the truth is that "**You need me, but I need you even more!**" and I'm very happy with that situation as it happens.

NOW WITH THIS NEW CHALLENGE OF COVID-19, WE HAVE TO RAISE OUR GAME ONCE AGAIN - CAN WE DO IT?

COME & JOIN THE A-TEAM!

The sense of achievement at the end of a busy weekend is on a par with that experienced by even the most ardent adrenaline-junky rider.

If you'd like to find out more about becoming part of the team, just contact our Chief Marshal - John Pedersen (thundersportchiefmarshal@gmail.com) or our

Chief Technical Officer - Stuart Bailey (Stubailey71@btinternet.com) by using the link on the Marshals & Officials page of www.thundersportgb.com or leave your details in the Paddock Office and we will contact you.

You won't regret it and it could change your life.

ENTRY LIST

4	Mick Riddle	Truro	RAF MSA	Suzuki	750	RAF
8	Paul Cunvin	Reading	RAF MSA	Kawasaki	600	RAF
11	Gary Lawton	Lincoln	RAF MSA	Yamaha	600	RAF
18	Richard Spencer-Fleet	Bulford	British Army Race Team	Ducati	959	Army
27	Kenten Rademan	Bournemouth	RNRMRRT	Honda	500	RNRM
30	David Leith	Dundee	British Army Race Team	Yamaha	600	Army
32	James Leslie	Ruislip	RAF MSA	Yamaha	600	RAF
34	Ryan Hughes	Brackley	RNRMRRT	Yamaha	600	RNRM
36	Stuart Goodson	Southsea	RNRMRRT	Suzuki	750	RNRM
36	Jon Hunt	Portsmouth	RNRMRRT	Honda	500	RNRM
37	Peter Brown	Salisbury	British Army Race Team	Yamaha	1000	Army
39	James McKenzie	Clydebank	British Army Race Team	Suzuki	600	Army
43	Rob Vickerman	Willerby	RAF MSA	Yamaha	600	RAF
44	Charlie White	Southampton	RNRMRRT	Honda	500	RNRM
45	Andrew Castle	Scopwick	RAF MSA	Suzuki	650	RAF
51	Leon Wilton	Liss	British Army Race Team	Yamaha	1000	Army
55	Ben Rainbow	Plymouth	RAF MSA	Suzuki	650	RAF
56	Brian Fudge	Poole	RNRMRRT	Kawasaki	600	RNRM
57	Alan Curtis	Helston	RNRMRRT	Yamaha	600	RNRM
60	Dave Langley	Dereham	RAF MSA	Honda	600	RAF
62	Sam Cartwright	Corsham	British Army Race Team	Honda	600	Army
72	Bobby Campbell	RAF Coningsby	RAF MSA	Honda	500	RAF
75	Max Wilmot	Gosport	RNRMRRT	Yamaha	600	RNRM
78	John Miller	Swindon	British Army Race Team	Yamaha	600	Army
81	Luke Terry	Exmouth	RNRMRRT	Suzuki	650	RNRM
93	Liam Palmer	Tidworth	British Army Race Team	Suzuki	650	Army
96	Ian Evans	Caldicott	British Army Race Team	Kawasaki	1000	Army
98	Chris Turner	Comber NI	British Army Race Team	Kramer	690	Army
131	Colin Wilson	Yeovil	RNRMRRT	Suzuki	600	RNRM
156	Robert Llewelyn-Thomas	Plymouth	RNRMRRT	Yamaha	600	RNRM
519	Eric Telger	RAF Croughton	RAF MSA	Yamaha	600	RAF

RACING IS LIFE, EVERYTHING ELSE IS JUST WAITING

Yeah, I know it's an old Steve MacQueen quote, but now more than ever it rings true. During the lockdown we've all had to get used to not being able to go racing, but now the wait is over.

Excited? - I know I am and I don't even get to do the best bit.

Even after 22 years I still miss racing a bike, that unique feeling that is a mixture of fear, thrill and elation never goes away. Anyone who hasn't done it simply cannot understand and when you try to explain it to them, you are just wasting your breath. You might as well try to explain the colour Magenta to someone who has been blind since birth, they just won't get it.

All of the riders here this weekend know exactly what I'm saying and those of us who are all washed up and over the hill are conflicted by the emotions of excitement on their behalf and envy because we wish it was still us.



But this isn't our time and the best we can do is to savour the whole atmosphere and share their enjoyment, because those of us who have long since sold up and become part of the audience still remember what it's like. We remember our first race start, our first crash, our first win and we forget most of the more difficult times.

This weekend we have

placed the Podium Truck at Redgate Corner facing the spectator area, so that members of the paddock and the segregated public can see it. I would urge anyone who wants to see the effect that racing has on any rider to have a look at any of the podium ceremonies (*albeit Socially Distanced this weekend*). If you want to see the first time effect, watch any of the Freshman classes as they are just popping their cherry this weekend **and their lives will never be the same again.**

Lastly, don't miss out on a Seniors podium as these guys are still living the dream and when the adrenalin is flowing, they are all 21 years old again (*just don't hand them a mirror!*).

Many of these old boys, *I speak as a very old boy myself*, have great skill and if they had had the resources



at a younger age might have made professional racers. Now they are just fulfilling sometimes long suppressed thrill seeking urges that many of them went without in order to put their young families first. Respect is due on many levels here, as when you take a tumble at 18 you get up and dust yourself down ready to go again, at 45 it's a whole different ball game. It's possible for a Senior rider to go from *Racing God* on Sunday, to needing help to tie your work boots laces early on Monday morning if you've had a fall in the last race.

At the other end of the scale we have the Superteens, some of whom will go on to be British and maybe even World Champions.

Every year when we visit Mallory Park, I speak to one of their regular spectators who always brings an old race programme from one of my events in the year 2000 with him. In it he has the autographs of Casey Stoner, Chaz Davies, Cal Crutchlow, Peter Hickman and Bradley Smith when they were competing in a Superteen race together. Try and pick out their modern day equivalents in today's GP3-Superteen races, you might one day see these young lads at a Grand Prix.

Normally I pray for good weather on race weekend, but this time I just want to be part of the greatest game on earth once again. The weather can't spoil that.

Please, have a great time at one of the world's greatest circuits.



MY FAVOURITE FLAVOUR WAS CHERRY!

Do you remember when Corona was a soft drink to be looked forward to once a week on a Saturday morning? Anyone under 40 will wonder what on earth I'm on about, but the older folks will remember how it was cheaper to drink the bottle in the shop rather than take it away and thus save the bottle deposit. It was fizzy as hell and packed with enough sugar to make any modern parent faint if they read the label.

Well, we're living in a strange world right now and Corona is no longer something we look forward to, it is something we have to guard against, hence all the extra regulations and precautions this weekend.

I understand that it's all a bit of a pain, but we do need to get this right, so your cooperation is essential. I know we can collectively do this and all get back to as close to the old normality as soon as possible, but over this weekend I would just urge you all to think twice before you do anything that might impinge on anyone else's sense of security.

Speaking of security, let's not forget that whilst we are Socially Distancing, we still need to look out for each others kit when they are on circuit. We are operating a closed paddock this weekend, but by its very nature a race circuit isn't Fort Knox, so we need to remain vigilant.

Strange old world we're living in isn't it?

As I mentioned on the video, as a young man growing up in Tooting if I'd gone into a bank wearing a mask, I'd have been pinned to the floor by the Sweeney in about 30 seconds. Now here in Spain, if I went into a bank without a mask on, I'd be pinned to the floor by the Guardia Civil in about 30 seconds!

My old Grandad would have laughed his socks off at that turnaround.





motorsport UK

PREVENT THE SPREAD OF CORONAVIRUS

**WHAT SHOULD I DO TO PREVENT
CATCHING AND SPREADING THE VIRUS?**



**WASH HANDS FREQUENTLY
WITH SOAP AND WATER
OR USE SANITISER GEL**



**CATCH COUGHS
AND SNEEZES WITH
DISPOSABLE TISSUE**



**THROW AWAY USED
TISSUES
(THEN WASH HANDS)**



**IF YOU DON'T HAVE A
TISSUE USE YOUR SLEEVE**



**AVOID TOUCHING
YOUR EYES, NOSE
AND MOUTH WITH
UNWASHED HANDS**



**AVOID CLOSE CONTACT
WITH PEOPLE WHO ARE
UNWELL**



Further online advice on the latest information and advice can be found here:
Coronavirus (COVID-19): latest information and advice:
www.gov.uk/guidance/coronavirus-covid-19-information-for-the-public
Advice for people travelling abroad, please check the updated foreign advice:
www.gov.uk/guidance/travel-advice-novel-coronavirus

