



THE HOME OF SPORTSMAN RACING



Oulton Park

THUNDERSPORT GB 2020 CHAMPIONSHIP



OULTON PARK
26th September 2020



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**



Clerk of the Course

Dave Stewart

Deputy Clerk of the Course

Paul Matthews

Race Secretary

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Chief Technical Officer

Stuart Bailey

Chief Sound Inspector

Rodger Wadey

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Naveem Kangocar

Ambulance Services

Inter County Paramedic

Peak Medicare

Commentators

John Ward / Keith Roisetter

Circuit Manager

Jon Rush

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 004

ACU Permit No.

ACU 58291

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.

THEY ARE CONCERNED WITH YOUR SAFETY



RACE DAY TIMETABLE



SATURDAY 26th September 2020

8.30am	15 minutes Qualifying	GP3-Thundersport Superteens & GP2 Cup	
8.48am	15 minutes Qualifying	Thundersport 500 Elite, Sportsman & Seniors	
9.06am	15 minutes Qualifying	Thundersport 600 Sportsman Elite	
9.24am	15 minutes Qualifying	Golden Era Supersport / Steelsport	
9.42am	15 minutes Qualifying	Thundersport GP1 Sportsman & Elite	
10.00am	15 minutes Qualifying	GP2-Supertwins/Stocktwins & Thundersport 500 Freshman	
10.18am	15 minutes Qualifying	Pre-National 600 Sport & Freshman	
10.36am	15 minutes Qualifying	Golden Era Superbike & GP1 Classic/Cup	
10.56am	Race 1	GP3-Thundersport Superteens & GP2 Cup	8 Laps (23 miles)
11.19am	Race 2	Thundersport 500 Elite, Sportsman & Seniors	8 Laps (23 miles)
11.42am	Race 3	Thundersport 600 Sportsman Elite	8 Laps (23 miles)
12.05pm	Race 4	Golden Era Supersport / Steelsport	8 Laps (23 miles)
12.28pm	Race 5	Thundersport GP1 Sportsman & Elite	8 Laps (23 miles)
12.51pm	Race 6	GP2-Super/Stocktwins & Thundersport 500 FM	8 Laps (23 miles)
1.14pm	Race 7	Pre-National 600 Sport & Freshman	8 Laps (23 miles)
Lunch Break			
2.10pm	Race 8	Golden Era Superbike & GP1 Classic/Cup	8 Laps (23 miles)
2.33pm	Race 9	GP3-Thundersport Superteens & GP2 Cup	8 Laps (23 miles)
2.56pm	Race 10	Thundersport 500 Elite, Sportsman & Seniors	8 Laps (23 miles)
3.19pm	Race 11	Thundersport 600 Sportsman Elite	8 Laps (23 miles)
3.42pm	Race 12	Golden Era Supersport / Steelsport	8 Laps (23 miles)
4.05pm	Race 13	Thundersport GP1 Sportsman & Elite (Adam Boyle Trophy)	8 Laps (23 miles)
4.28pm	Race 14	GP2-Super/Stocktwins & Thundersport 500 FM	8 Laps (23 miles)
4.51pm	Race 15	Pre-National 600 Sport & Freshman	8 Laps (23 miles)
5.14pm	Race 16	Golden Era Superbike & GP1 Classic/Cup	8 Laps (23 miles)
5.37pm	Race 17	GB Racing British Military Inter Services	8 Laps (23 miles)



**PRESENTATION OF TROPHIES
ON THE PODIUM AFTER EACH RACE**



OULTON PARK CIRCUIT MAP

CIRCUIT KEY:	
	PARKING
	DISABLED PARKING
	REFRESHMENTS
	TOILETS
	FOOTPATHS
	FIRST AID
	FUEL
	FOGARTY MOSS CENTRE
	CHEQUERS RESTAURANT
	PIT GARAGES
	PADDOCK SHOP
	OLD HALL SUITES
	SCRUTINEERING
	RACE CONTROL
	RALLY HUT
	4X4 HUT



Oulton Park Circuit
Little Budworth
Tarpoley
Cheshire CW6 9BW



OultonPark

When we pack up on Sunday evenings the venue has to deal with the noise issues we leave behind...

THE DELICATE SOUND OF THUNDER

WORDS: Dave Stewart

» THAT WAS THE NAME OF AN ICONIC ALBUM BY PINK FLOYD RECORDED ON VINYL IN 1988 – YES BOYS VINYL, LONG BEFORE MP3 PLAYERS OR I-PODS WERE EVEN THOUGHT OF. I’M SURE MOST OF THE GOLDEN ERA SUPERBIKE RIDERS WILL JOIN ME IN HIGHLY RECOMMENDING IT, BUT THAT’S NOT THE POINT OF THIS ARTICLE.

Noise is in danger of killing our sport and none of us have taken it seriously enough until very recently. Currently we have a fairly easy set of noise regulations to conform to for anything this side of a full blown Moto GP bike and I know for an absolute fact that an RCV213 Honda could be effectively silenced to 105DbA if the engineers actually wanted to do so. So there is no reason why any of the machines we race can not make the noise limit and stay there. The problems we are facing – losing venues, restrictions on testing, outside enforcement notices – are all making our track time more expensive and it’s mainly our own fault. We can all simply blame the NIMBYs for taking pot shots at us whenever possible if we want, but it is us that are providing the bullets. We must step up to the plate and stick to the noise regulations as laid down in the ACU Handbook if we wish to continue racing unmolested.

Too many people are taking the view that once the noise test has been conducted, we can do whatever we like to the bike and shelter behind the fact that we have passed the mandatory control. Before you do that, please consider the following:-

Why do you want to remove the baffle or whatever device you used to pass the test? If it is because you think the bike is more powerful with less silencing, you should consider yourself as a cheat in exactly the same manner that you might look at a rider with an illegal engine. You are seeking to gain an unfair advantage over other riders who are staying within the rules, so it’s exactly the same thing. A win gained by cheating is worthless and those that do it should be regarded with the same disdain as riders

using other illegal parts. We all just want a fair playing field don’t we?

One of the tracks from “The Delicate Sound of Thunder” was called “A Momentary Lapse of Reason” and trying to cheat your way around the problem is exactly that. I’m sure most fair minded and sportsmanlike riders would not even consider doing it, if they had fully considered the implications.

Having been around racing for over 30 years, I think I know pretty much all of the different shady ways to get a machine through a standard noise test before racing. This is the area that is providing the bullets the NIMBYs are hitting us with. Up until recently, venues and organisers have relied heavily when defending noise complaints by producing a technical inspection sheet that shows that every machine has passed a static noise test before competing. That approach is almost entirely useless in trying to defend noise abatement cases. The fact that machines complied with the regulations before competing is about as much use as a chocolate teapot when the complainants have noise recordings of the actual track activity that prove non-compliance in actual races. Continued compliance throughout the event is vital.

None of the various fudges are helping our cause, as it is the actual noise pollution we produce that people object

to. If we can demonstrate irrefutably that we are operating 100% within the regulations laid down in the handbook, I believe we can defend our rights far more effectively and robustly. It is the weakness of the few that is causing the damage for the many. In this instance the expression “If you aren’t a part of the solution, then you are a part of the problem” is so apt that it’s almost painful.

In order to help us enforce this, post race noise testing will now become far more common and the penalty for failing the post race noise test will be disqualification. This has actually always been the case according to the regulations, but many riders are unaware of it.

The closing track on that album was “Comfortably Numb” which is what a lot of people seem to be at the moment regarding the seriousness of this issue. Please help us to help you all and become a part of the fight back against those that wish to stop our sport otherwise “The Delicate Sound of Thunder” will be a thing of the past.



There is no shortage of space on modern bikes for larger silencers...



LOST IN TIME.. -

- Great Circuits, Clubs and Series..

from Crystal Palace, to Southern 67 and the great Marlboro Clubmans Championships...

How did we let all of those great things go?



The haunting Reims grandstand and pits stand silent next to the D27!

Every now and again, usually fuelled by a lack of racing and a surplus of beer, we get around to asking the age old question "Whatever happened to....???" Sometimes it's about classic racing circuits like Reims, Crystal Palace, Brooklands or Goodwood. Other times it might be about great riders who never quite made it, or big ideas that fizzled out.

Before the advent of Smartphones that conversation could have gone on all night and it would undoubtedly have taken off at a tangent at some stage. Inevitably in the modern world "Google Search" on someones phone kills off that conversation by providing pictures and historical records of when, how and sometimes even why things disappeared.

I have never been able to see myself though why somewhere wonderful and charismatic like **Crystal Palace** was let go, when Silverstone not only survived, but had literally millions thrown at it over the decades. I don't think anyone realised what we were losing until it was way too late to prevent it.

In my own mind, no amount of paddock infrastructure, flash garages or hospitality suites can overcome the thrill of an interesting, challenging and moreover - beautiful circuit. In modern terms only Oulton Park, Donington

Park and Cadwell Park can match the attraction of **The Palace**.

How could they have let it disappear?

I know that even today a small group of enthusiasts do keep the history at Crystal Palace going with an annual classic car sprint event, but it's not quite the same as real bike racing.

Goodwood also has a special place in motorsport with The Goodwood Festival of Speed and The Revival, which are both great events, but I still hanker for the sights and sounds of modern racing bikes hammering around the Sussex countryside. Race tracks need current racing bikes to really flick the right switches for me and as nice as nostalgic revivals are, they aren't real racing.

The same fate has befallen many great racing clubs down the years. The wonderful old Southern 67, Brands Racing Committee, Pegasus MCC, Clubmans Racing and Kent Racing Combine clubs used to run fantastic events that had a real feel good factor to them.

The King of Brands, The Race of the South, The Lord of Lydden, The Powerbike Trophy and the Race of Aces all used to attract top line racers who competed alongside the best Clubmen of the day, sometimes with surprising results.

Today's top line riders are often prevented from competing in non-championship events by team contracts that have killed off those iconic meetings.

With all of those events you always left the circuit with that warm exhausted feeling that told you that you'd just had a great days racing and been a part of something very special.

Those five clubs and numerous others have dropped out of Road Racing in recent times and been lost in time - probably forever. In some instances it is because it is now such a cash hungry business and the returns on your investment are minimal - in others the key volunteers that made it happen became too old or failed to move on with the times. The days of a small group of enthusiasts taking a chance on launching a new road race club are



Crystal Palace was absolutely awesome!



Bikes at the Palace

long gone and only a few of us mad fools that have the road racing drug thrumming through our veins are crazy enough to risk everything on making it happen.

The days of being able to hire Snetterton, Cadwell Park or Mallory Park for £2,000.- a day are now 30 plus years behind us and it is highly unlikely that any of those old clubs will ever re-enter the market, as they have neither the funds, the skilled personnel or the sheer willpower to do so. (*Today you would need to multiply that hire figure by ten to even come close*).

Soul-less commercialism has in a lot of instances taken the place of hard working volunteers contributing to the sport they love. Businesses can't understand that it is that simple act of giving that creates the community feel and a sense of being part of a living entity.

AINTREE ANGST!

The latest chapter in this sorry tale now appears to be a venue that draws so many parallels with my beloved Crystal Palace that it pains me to watch it happen.

Aintree was once the home of the British F1 Grand Prix and is steeped in the history of racing like few other venues worldwide. It shares the unusual feature of being actually within the boundaries of a major cultural city with venues like Crystal Palace, Misano and Monte Carlo, yet it seems to be on the very edge of extinction due to the lack of a few quid.

And it **IS** just a few quid in motorsport terms, the figure published is £356,000 to sort out the whole thing, which is peanuts in the business we operate in. To put that in perspective, the Thundersport GB event at Donington Park in July cost £104,600 to put on and that was just one event out of the nine we run each season. Thundersport GB is basically just me & Syd, 2 ordinary blokes with only the support of our wives, Bernadette & Janet, to rely on. Financially in comparison we are minnows, but we believe in our project and have always been willing to put everything on the line in order to make it happen.

We put the money in up front every year with absolutely no guarantees that anyone is going to turn up.

Now that's commitment!

The car and the motorcycle club at Aintree are well established, with excellent track records stretching back many decades. Their credit ratings will be pretty good.

The leaders of the organisations at Aintree may need to have the courage to embrace short term debt in order to preserve this iconic venue for future generations of both motorcycle and motor car racers & enthusiasts.

Sometimes things are really simple, just like the Nike slogan – Just Do It!

LOST IDEAS!

Some other things that seem to have been lost in time, include ideas, championships and even whole sporting disciplines.

Probably the series most often still talked about is the old Marlboro Clubmans Championship of the 1980s which even 35 years later is still held in high esteem. It produced not only great racing, but was the genuine step that riders took to move on to greater things. Everyone wanted to do it and getting all of the up and coming riders in the same place, at the same time produced some season long battles that then continued into the ACU Heat Supercup in the following years (*the Heat Supercup was the original BSB Championship*).

The Marlboro Clubmans only lasted 3 years and was then replaced by the ACU Clubmans Championship, which never really had the same pazzaz as its predecessor. That limped along until 1999 and then faded away.

Now various poorly supported grids at random clubs carry the ACU badge, but it is absolutely meaningless and really indicates a lack of ideas coming out of ACU House and the clubs themselves.

Also in the early 1990s a new idea was introduced called the UK Riders Cup, which should really have caught on as

it was a great idea. The thrust of it was to have properly promoted meetings that catered for the best riders in the country that had never scored a British Championship point.

For whatever reason, it just didn't grasp the imagination of the riders it was aimed at and it lasted just one season. This was a lost opportunity that was stifled mainly by riders and their parents rushing to get to the top level before they were really ready. This is very common still today and I often look at the BSB timesheets thinking how much better off some of the riders would have been if they had taken a year or so extra to ensure they had the pace before making the jump.

These riders never do much, as they just end up disheartened and broke, not because they didn't have the basic skills, but because they didn't have the patience.

In my own mind though, the biggest opportunity that was missed was the prospect of a well promoted and co-ordinated British Supermoto Championship.

This mixed discipline has produced some great riders and the sport had a massive opportunity to become a genuine mainstream sport between 2003 and 2006, but too many people tried to pull it in different directions and it missed that window of opportunity. Although it does still exist, it is very niche market and unless you are directly involved in it, it is almost invisible. If you want to look at the skill sets it helps riders develop though, just look at a few of the riders who have made the crossover to Road Racing - Jean-Michel Bayle, Stefan Chambon, Thierry van den Bosch and Christian Iddon. Supermoto could have been the breeding ground for youth talent too, but sadly that opportunity has also been lost in time.

Where is the leadership in racing today?

What has become of the vision and the innovative ideas?.....



Are we about to let Aintree go the way of Crystal Palace?



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PS:- The above is not essential equipment for the showers in any paddock!

ALTO DIGITAL

THUNDERSPORT GP3 SUPERTEENS & THUNDERSPORT GP2 CUP

No	Rider	Hometown	Team	Machine	cc	Class
4	George Fawcett	New Milton	GF Racing	KTM	390	GP3
7	Kieran Smith	Reading	RS Racing Academy	Kawasaki	400	GP2
15	Matthew Rutter	Chestre le Street	Rutters Race Team	Kawasaki	300	GP3
16	Jamie Hanks-Elliott	Birmingham	Hanks Racing	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	Honda	500	GP2
31	Chace Collymore	Mirfield	Collymore Racing	KTM	390	GP3
44	Jack Smith	Rotherham	JS Racing	KTM	390	GP3
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
56	Tyler Howe	Chinley	TH Racing	KTM	390	GP3
66	Katie Hand	Caistor	#handracing66	Yamaha	300	GP3
72	Martin Burnett	Carnmoney NI	Zakado Racing	Yamaha	300	GP3
77	Finley Arscott	Lifton	Arscott Racing	Kawasaki	300	GP3
110	George Hopper	Derby	Hopper Racing	Kawasaki	300	GP3
121	Troy Jeffrey	Kelso	Team Jeffrey	Aprilia	125	GP3
158	Reece Coyne	Tramore ROI	Ellickson Engineering	Yamaha	300	GP3
775	Christian Smith	Reading	RS Racing Academy	Kawasaki	400	GP2

GP3-SUPERTEENS

1	Finley Arscott	160
2	Joe Howard	114
3	Scott McCrory	99
4	Lewis Jones (ktm)	90
5	George Hopper	77
6	Katie Hand	70
7	Matthew Rutter	68
8	Kier Armstrong	59
9	Alex Duncan	53
10	Harris Beech	46



THUNDERSPORT JUNIOR CUP

1	Finley Arscott	143
2	Joe Howard	100
3	Lynden Leatherland	86
4	Lewis Jones (ktm)	81
5	Scott McCrory	77
6	George Hopper	67
7	Christian Smith	53
8	Lewis Jones (kaw)	50
9	Kieran Smith	50
10	Zak Shelton	44

CLASS LAP RECORD & 2019 CHAMPIONS

Lap Record - 1.58.065 Luke Hopkins
 2019 GP3 Superteen Champion - Joe Talbot
 2019 GP2 Cup Champion - Zak Shelton

I RIDE TO WIN.



SPORTSMART **TT**



ROADSMART III



DUNLOP TYRES & HMT RACING

THUNDERSPORT 500

Elite, Sportsman & Seniors

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
7	Daniel Swift	Maltby	RP Motorsport	Honda	500	E
8	Karl Foster	Scunthorpe	Piston Fosters	Honda	500	V
18	Richie Connole	Scotton	JLR	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
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
50	Ben Handley	Elvington	B OK Racing	Honda	500	E
51	Alan Tanton	Hull	Al's Autos	Honda	500	V
52	Rob Humpleby	Scunthorpe	Bella Racing	Honda	500	S
59	James Underhill	Camber	Team Thunder Chicken	Honda	500	S
66	Brett Price	Farley	Price Racing	Honda	500	S
78	Chris Took	Scunthorpe	Bella Racing	Honda	500	S
82	Tony Norris	Keyingham	TNR	Honda	500	S
85	Chris Grieve	Hexham	Barrasford Garage	Honda	500	S
87	Finn Chalk	Glenrothes	FCR	Honda	500	E
88	Jack Turner	Broughton	Turner 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
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
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
333	Sam Palfreyman	Nottingham	Phoenix Microlights	Honda	500	E
500	Paul Manning	Retford	Doncastercars.com	Honda	500	V

Thundersport 500 Sportsman

1	Brett Price	148
2	Charlie White	115
3	Steven Butterworth	113
4	Max MacRae	84
5	Rick Jenkinson	61
6	Lewis Booth	58
7	Declan Reeve	58
8	Robert Carver	48
9	David MacDonald	46
10	Jack Turner	44

Thundersport 500 Seniors

1	Martin Radford	140
2	Alan Tanton	139
3	Paul Manning	103
4	Dave King	86
5	Gary Gray	72
6	Mark Leaning	65
7	Dan Brett	64
8	Karl Foster	60
9	Richie Connole	54
10	Gary Cutts	44

Thundersport 500 Elite

1	Grant Whitaker	170
2	Josh Leaning	157
3	Josh Langman	97
4	Daniel Swift	77
5	James Lee	76
6	Sam Palfreyman	60
7	Finn Chalk	59
8	Rhys Hutchinson	57
9	Steven Butterworth	55
10	Brett Price	54

CLASS LAP RECORD - 1.55.090 Ben Coyle

2019 CHAMPIONS

Thundersport 500 Elite - Grant Whitaker

Thundersport 500 Sportsman - Josh Langman ***** Thundersport 500 Seniors - Chris Kingham



Crashing can produce some excellent pictures for your collection, but it's never cheap!

So if it's all getting a bit too squirrely, talk to Teut.



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TW SUSPENSION

THUNDERSPORT 600 SPORTSMAN ELITE

13

5	Andrew Castle	Scopwick	RAF MSA	Kawasaki	600	S
8	Paul Cunvin	Reading	RAF MSA	Kawasaki	600	E
13	Andy Lock	Glenluce	Andy Lock Racing	Yamaha	600	S
15	Michael Coxon	Stockton	MDC Racing	Yamaha	600	S
19	Joe Talbot	Warrington	WMC - JT19	Kawasaki	600	E
21	Stephen Thomas	Salisbury	Elite Services Racing	Triumph	675	S
27	James Leatham	Golborne	LCM Racing	Yamaha	600	S
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
38	Steven Procter	Wakefield	Rigsby Racing	Yamaha	600	E
41	Ben Rea	Whalley	Rea Racing Dyno Centre	Kawasaki	600	E
44	Aran Sadler	Pelton	Aran Sadler racing	Kawasaki	600	S
45	Peter Hay	Basingstoke	SB Racing	Yamaha	600	E
55	Kirt Powell	Spalding	Powell Racing	Kawasaki	600	S
56	Brian Fuidge	Poole	RNRMRRT	Kawasaki	600	S
66	Dan Frear	Scunthorpe	Bass Tyres / NLC	Yamaha	600	E
67	Tim Walsh	Chinley	Peak Racing	Honda	600	S
69	Gareth Cunningham	Slough	Right Gear Racing	Yamaha	600	S
71	Paddy Lavery	Dungannon NI	Lavery Racing	Yamaha	600	S
72	Max Wadsworth	Halifax	Specialised Group	Yamaha	600	E
73	Jake Campbell	Preston	JCR	Kawasaki	600	S
81	James Hind	Market Rasen	NL Components	Yamaha	600	E
83	Harris Beech	Bridgnorth	Batham 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
110	Andy Smart	Barnsley	Smart Racing	Kawasaki	600	S
129	Jeff Booth	Sale	Slowboy Racing	Yamaha	600	S
136	Callum Ward	Melton	CW Racing	Yamaha	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
519	Eric Telger	RAF Croughton	Eric Telger Racing	Yamaha	600	S
543	Stefan Ellis	Worcester	Bespoke Bathing Co	Yamaha	600	S

THUNDERSPORT 600 SPORTSMAN

1	Stephen Thomas	125
2	Gareth Cunningham	94
3	Luke Burnett	94
4	Richard Gill	68
5	Kirt Powell	56
6	Gareth Roberts	49
7	Brian Fuidge	43
8	Eric Telger	39
9	Ben Wilson	31
10	Carl Ogden	22



THUNDERSPORT 600 ELITE

1	James Hind	108
2	Arnie Shelton	105
3	Dan Frear	96
4	Zak Corderoy	75
5	Ryan Dixon	61
6	Stephen Thomas	50
7	Max Wadsworth	49
8	Max Stainton	47
9	Aaron Silvester	45
10	Jack Bednarek	39



CLASS LAP RECORD & 2019 CHAMPIONS

Lap Record = 1.41.302 Matt Truelove
 2019 Sportsman Champion Max Stainton
 2019 Elite Champion Luke Hopkins





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1	Ryan Garside	Fleetwood	Myerscough EasyPay	Yamaha	600	SS
3	Adrian Bridges (v)	Solihull	Chipmonk Nut Racing	Yamaha	600	SS
8	Jason Goodwin (v)	Rotherham	Goodwin Racing	Honda	600	SF
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
21	James Leatham	Golborne	LCM Racing	Honda	600	SF
25	Zac Stanier	Audley	Stanier Racing	Yamaha	600	SS
34	Ryan Hughes	Brackley	RNRMRRT	Yamaha	600	SS
41	Daniel Jones	Shirley	Chipmonk Nut Racing	Yamaha	600	SS
42	Steve Rathbone	Andover	RAF / MSA	Honda	600	SS
43	Rob Vickerman	Willerby	Air Tech / RAF MSA	Yamaha	600	SS
44	Andrew Blacka	Keighley	Blacka Racing	Honda	600	SF
45	Barry Evans	Lon Ganol	BFB Racing	Yamaha	600	SS
50	Rob Tucker (v)	Radstock	Chipmonk Nut Racing	Yamaha	600	SS
51	Paul Debnam (v)	Irthlingborough	Hellcat Racing	Yamaha	600	SF
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
67	Andrew Kitchen	Mapplewell	Press-Form Racing	Honda	600	SF
68	Nick Wainwright (v)	Beverley	Paintzfiction Racing	Yamaha	600	SS
70	Rob Pearce	Wantage	RP Racing	Yamaha	600	SS
71	Damian Davis	Aintree	Dayo Racing's	Yamaha	600	SS
75	Harry Pullar	Crieff	HH Racing	Yamaha	600	SS
77	Matty Whelan	Barnsley	ATS Racing	Honda	600	SF
86	John Gibson (v)	Stockholm	CT Racing	Ducati	748	SF
87	Edward Ansell	Billingshurst	EA Racing	Yamaha	600	SS
92	Danny Dulson	Wrexham	WT Racing	Yamaha	600	SS
136	John Bain	Gaerwen	Daaa Racing	Honda	600	SF
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
121	Martin Stanier	Halmerend	Stanier Racing	Yamaha	600	SS
126	Simon Robbins	Wrexham	Creation Campers Race Team	Yamaha	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	Team Gee-Wee Racing	Yamaha	600	SS

GOLDEN ERA STEELSPORT

1	Matty Whelan	175
2	Gethin Edwards	158
3	Paul Debnam	116
4	Brad Davey	55
5	John Gibson	51
6	Jason Goodwin	50
7	Steve Lester	35
8	James Leatham	29
9	Craig Harris	28
10	Stuart Crossland	21

GOLDEN ERA VETERANS

1	Nik Sweet	178
2	Carl Vickers	137
3	Gethin Edwards	129
4	Neil Schofield	113
5	Paul Debnam	78
6	Adrian Bridges	76
7	David Parkinson	55
8	Nick Wainwright	42
9	Ian Davidson	36
10	Rob Tucker	32

GOLDEN ERA SUPERSPORT

1	Ryan Garside	167
2	Ashley Thompson	159
3	Luke MacRae	106
4	Daniel Jones	86
5	Matty Whelan	75
6	Liam Vella	72
7	Dave Langley	63
8	Nik Sweet	51
9	Rob Vickerman	45
10	Alex Platt	44

CLASS LAP RECORDS & 2019 CHAMPIONS

Supersport - 1.45.973 Andrew Windsor - 2019 Champion Tony Waistnage
 Steelsport - 1.50.960 Jon Harrison - 2019 Champion Ryan Garside

SOMETHING FOR THE WEEKEND SIR?



At least this one didn't leave a trail of oil in it's wake!

The older folks might remember the old barbers comment above and chuckle at the outdated innuendo. This was back in the day when it wasn't PC to simply ask for condoms – that was back before HIV changed the world. Funny how Covid-19 is now changing the world all over again and THAT is what made me think about protection!

Protection, that's what it's all about and it can be bought so cheaply nowadays that it's a complete no brainer to get it done during the bike build.

For around £350 you can avoid thousands of pounds worth of damage many times over during a race season.

Crashing – It's a fact of life!

But it isn't something that modern road bikes withstand particularly well, as they are built down to absolute minimum weights in order to produce maximum performance. Race bikes need to have added protection built in to cater for the inevitable trip into the kitty litter. None of us look forward to our next crash, but it's something we all

kind of accept as an occupational hazard.

Kind of like Ronnie Barker in "Porridge"

In terms of where you spend your initial set up budget, this should be second only to having the very best personal protection equipment. We'll cover helmets, leathers, boots and gloves separately on another occasion as each of those items deserve an article of their own, such is the importance of having the right gear.

For motorcycle protection, you have to understand the anatomy of a crash from the angle of what happens to the inanimate object – the bike. Unlike the rider, the bike won't change shape when it

hits the ground – well, it will but avoiding that being irreparable is the main object of having the right protection equipment.

If you take a piece of flat board and place it against the side of the bike, you'll see which areas of the bike are most vulnerable. The pieces it touches will be the first things to make contact with the ground in the event of a crash.

Some will quickly break or deform and expose other areas to contact with the road surface. All vehicle crash testing is designed around crumple zones like this and there are distinct advantages to having some things fail or break at a controlled rate, which in turn absorbs some of the energy of the crash thus sparing other more important areas.

Your piece of board will doubtless be touching the handlebar end, the footrest, the swing-arm or exhaust and possibly a portion of the fairing too. The handlebar end, swing-arm and footrest are obvious places to start with for both protection and controlled failure. There are numerous plastic/nylon radius ended products available that are designed to abrade at a controlled

Clever Design isn't by accident





rate and have a degree of shock absorption that it is far superior to metal alone. These will also be a lot kinder to your hand / arm / leg than naked metal if they should come into contact with those delicate items.

Next points of contact are likely to be the engine cases and extreme edges of the fuel tank, both of which can be monumentally expensive if breached.

If you go through the engine case, not only will oil come out, but dirt, gravel and all sorts of other damaging debris can get in.

Speaking as an organiser, the cost to the competitor is just the tip of the iceberg when compared to the circuit downtime a catastrophic oil related incident can cause. With track time costing an average of £74 per minute, even a 15 minute clear up costs well over £1,100 and that cost is largely borne by the competitors through their entry fees.

My thoughts on this were brought into sharp focus when I did my Saturday evening track walk at Snetterton the other year.

On the left hand exit apex at Montreal, coming onto the back straight there was the start of a 72 metre long scrape mark. Following it along the track I saw that it was made not only by the normal plastic & metal parts of the bike, but also by something black and

made of some kind of plastic/resin. At the end of the mark, there were a few tiny bits of plastic in the grass and by the Armco the remains of an engine case cover that had obviously been a part of the bike. I was about to throw the damaged cover into the next waste bin, when I took a closer look and realised it was actually a very clever design. It was clearly constructed in such a way that it was meant to fail in a controlled manner and absorb as much of the impact as possible so as to protect the main engine cases. So it had taken the initial impact with some cushioning effect and then gradually abraded almost to the point of wearing through, before flexing enough to fold in on itself to offer the last piece of the main plastic case as the final abrasion point – this meant that the metal case beneath never even

touched the tarmac. I have since looked at a new version of the same product and something that I had previously thought of as simply a wrap around piece of injection moulding ended up really impressing me with both its quality and design. These things don't just work by accident, they work by

sheer quality and design. They are made from materials that are specifically chosen for the purpose and the casing thicknesses and attachments are very carefully thought out.

This particular incident undoubtedly saved the competitor the cost of a full engine rebuild and saved us as organisers from a lengthy and expensive clean up job. The range of protection and variety of products is huge, so for an investment of a few hundred pounds, isn't it really something that should be on your essentials list?

On a final note, it should be mentioned that Syd was dancing with glee when I showed him the cover and related not only the story, but also my research into the manufacture and design of the product.

Syd was so delighted because the engine case cover that so impressed me with its performance was manufactured by **GB Racing** and they are one of the valued sponsors that he has in the Thundersport GB portfolio. It's always good to be associated with quality suppliers and I can thoroughly recommend their products to you.



The ADAM BOYLE Trophy



2013 - Kyle Wilks
2014 - John Ingram
2015 - Billy Mellor
2016 - Josh Day
2017 - Joe Collier
2018 - Lee Williams
2019 - Lee Williams

Adam Boyle lost his life riding a 125cc roadbike on 27th May 2012 after being hit by a car. This was a devastating blow to his parents Shaun & Yvonne as well as to the rest of his family and friends.

Adam had spent the two previous days here at Oulton Park racing his 1000cc GP1 machine with great success and we never dreamed then that it would be the last time we ever saw this extremely likeable young man.

Every year riders come to Oulton Park wanting to win the Adam Boyle race purely because he was so well respected within the racing community for the manner in which he conducted himself.

This was never more true than last year when Lee Williams won the race and the depth of emotion in the Parc Ferme was felt all over the venue. A near speechless Willo senior is a very rare thing to behold.

We all know that motorcycles, both road & track, have inherent risks and I think it's important to acknowledge that living on the edge is part of the attraction we all feel. I think the late Marco Simoncelli put it very succinctly

"You live more in 5 minutes going fast on a bike than other people do in all their life!"

By that measure alone, Adam certainly lived a lot more than people with many times his years.

That emotional win for Lee Williams in 2018 had another consequence for me personally. Some of you may recall that at that same event we sadly lost another rider – Dwight Bond – who succumbed to injuries sustained in a race later that same evening.

We knew Adam very well, but we had only just met Dwight a month or two earlier so we hadn't yet had time to get to know him. However, when we went to the service in his memory I came away wishing I had known him much better, such were the things we found out about him. Very many people obviously did know and love him and I realised how lucky they were to have been able to share a tiny part of his life.

The silver lining of that experience is that instead of just feeling sad when I think about Adam, I now often smile about the good times we all shared, because we were lucky enough to know him much better and for longer.

Why have I chosen to put this on the marshals page?

Because I have since then spoken to quite a few of our volunteers about riders and friends we have all lost and relaying that subtle change in how I now think about these tragic losses has brought out one common reaction:-

"I'd never thought about it like that before!" and often as not it is accompanied by a lightening of their features and sometimes even a gentle smile.

And there is the final thing, whenever I think about Adam now, he is always wearing a gentle smile.

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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.

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
11	Nico Mawhinney	Derry NI	Team Polaris Racing	BMW	1000	E
12	Matt Waldron	Warrington	Smallboy Trackbikes	Triumph	765	E
17	Gordon MacDonald	Carstairs	EAD Racing	Suzuki	1000	S
19	Barry Graham	Newry NI	BG Boats	BMW	1000	E
21	Chris Barnes	Preston	DC Racing	BMW	1000	E
24	Lee McLaughlin	Leeds	Lee Mc/JAB Racing	Suzuki	1000	E
26	Ryan Cooper	Leeds	Coops Racing	Suzuki	1000	S
28	Oliver Towl	Louth	Towl Racing	Yamaha	1000	S
30	Ryan Gibson	Banbridge NI	Gibson Motors	Kawasaki	1000	E
36	Stuart Goodson	Southsea	RNRMRRT	Suzuki	1000	S
45	Chris Curtis	Hawbridge	MSG Racing & Dyno	Suzuki	1000	S
46	Robert Coppock	Runcorn	RC Racing	Honda	1000	S
51	Leon Wilton	Liss	British Army Race Team	Yamaha	1000	S
57	Ryan Strafford	Mirfield	RS Racing	Kawasaki	1000	E
58	Lee Chambers	Kilkeel NI	DR Racing	BMW	1000	E
64	Stephen Parsons	Milnthorpe	Giraffe 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
84	Antony Moore	Beverly	Specsavers Hull Racing	Suzuki	1000	S
88	Josh Daley	Wigan	Josh Daley Racing	Kawasaki	1000	E
90	Michael Austin	Oxford	MPA Racing	Suzuki	1000	E
94	Lee Williams	Bootle	Team Willo	Kawasaki	1000	E
95	Ross Simpson	Chessington	Simpson Racing	BMW	1000	E
97	Donatas Balciunas	Milton Keynes	Donis Racing	Suzuki	1000	S
111	John Robb	Stockport	EMTT / John Robb Racing	Suzuki	1000	E
121	Aaron Armstrong	Lisnaskea NI	APE Racing	Suzuki	1000	E
126	Mike Norbury	Astley	DC Racing	Suzuki	1000	E
143	Seb Bulpin	Camberley	SB Racing	Kawasaki	1000	E
145	Daniel Forbes	Leeds	FB Racing	Suzuki	1000	S
149	Steve Jones	Wirral	SJ Racing	Suzuki	1000	E
284	Matthew Seeds	Pocklington	Homeplan	BMW	1000	S
543	Stefan Ellis	Worcester	Bespoke Bathing Co	Yamaha	1000	S
711	Sonny Martin	Buckley	Guildford Audio	BMW	1000	E
775	Robert Smith	Reading	SCH Motoprep	BMW	1000	E

THUNDERSPORT GP1 SPORTSMAN

1	Antony Moore	106
2	Daniel Forbes	101
3	Robert Coppock	91
4	Alex Pozzi	86
5	Kieran Forbes	62
6	Oliver Towl	47
7	Alberto Solera	45
8	Aaron Collins	44
9	Chris Curtis	44
10	Leon Wilton	39



THUNDERSPORT GP1 ELITE

1	Adam Reavill	112
2	Ross Simpson	110
3	Brendan Mallinder	82
4	James Hind	76
5	Lee McLaughlin	74
6	Seb Bulpin	59
7	Robert Smith	43
8	Phil Crowe	35
9	Paul Charman	30
10	John Robb	27

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THUNDERSPORT GP2 & STOCKTWINS inc THUNDERSPORT 500 FRESHMAN

2	Roddy Taylor	Aldershot	Roddy Taylor Racing	Kawasaki	650	GP2
5	Will Young	Colchester	Young Racing	Suzuki	650	ST
12	Max Bartle	Lincoln	Lincs Road & Race	Honda	500	FM
18	Marc Bayliss	Stourport	Chadwick Bank Garage	Suzuki	650	ST
23	Lewis Smart	Sandy	Race Smart	Honda	500	FM
24	Max Lofthouse	Simonstone	Maxit 24-7	Kawasaki	650	GP2
29	James Alder	Gloucester	British Army Race Team	Suzuki	650	ST
30	Ryan Strafford	Mirfield	Patch Racing	Suzuki	650	GP2
34	Adrian Teasdale	Carlisle	Van Glass Racing	Suzuki	650	ST
42	Phillip Ashworth	Winsford	PhilAshworthRacing	Honda	500	FM
43	Adam Kirton	Dereham	AK Racing	Honda	500	FM
45	Andrew Castle	Scopwick	RAF MSA	Kawasaki	650	GP2
47	Edward Boyce	Ashbourne	Boycey Racing	Honda	500	FM
55	Ben Rainbow	Plymouth	RAF MSA	Suzuki	650	ST
56	Brian Fudge	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
64	Kevin Lavery	Dungannon NI	KL Racing	Kawasaki	650	GP2
79	Reuben Rhodes-Leader	Daventry	DSR Racing	Honda	500	FM
82	Tony Norris	Keyingham	TNR	Kawasaki	650	ST
83	Robert Childs	Leigh	JRC Racing	Suzuki	650	ST
88	Nick Clare	Winsford	Nac Racing	Honda	500	FM
90	Jason Markham	Salisbury	Markham Racing	Suzuki	650	ST
92	Richard Childs	Warrington	JRC Racing	Suzuki	650	ST
93	Liam Palmer	Tidworth	British Army Race Team	Suzuki	650	ST
96	Tom Hodge	Tewkesbury	MHD Racing	Ducati	750	GP2
98	Chris Turner	Comber NI	British Army Race Team	Kramer	690	GP2
117	George Davies	Shirley	Why Not Racing	Kawasaki	650	GP2
119	Alun Brooks	Welshpool	Brooks Boyz Racing	Kawasaki	650	GP2
130	Max Cook	Swindon	Wilson Racing	Honda	250	GP2
142	Robin Newbold	Dronfield	RN Racing	Honda	500	FM
155	Scott Campbell	Newcastle	Splinty Racing	Kawasaki	650	GP2
159	Tyler Viveiros	Stockbridge	British Army Race Team	Honda	500	FM
192	Daniel Moffa	Crewe	DM Racing	Suzuki	650	ST
272	Mark Dickinson	Gainsborough	MD Racing	Honda	500	FM

STOCKTWINS			THUNDERSPORT 500 FRESHMAN			GP2-SUPERTWINS		
1	Robert Childs	180	1	Adam Kirton	139	1	Max Lofthouse	191
2	Liam Palmer	109	2	Lewis Smart	126	2	Ryan Strafford	109
3	Matthew McGowan	104	3	Chris Grieve	100	3	Scott Campbell	96
4	Jason Markham	100	4	Paul Wild	94	4	Robert Childs	92
5	Ben Rainbow	98	5	Max Bartle	91	5	Jonny Towers	85
6	Richard Childs	65	6	Mark Dickinson	74	6	Roddy Taylor	75
7	Paul Williams	45	7	Nick Creasey	66	7	Dean Ratcliff	75
8	Dominic Herbertson	40	8	James McMillan	65	8	Jason Markham	55
9	James Alder	39	9	Robin Newbold	48	9	Liam Palmer	50
10	Greg Pymm	36	10	Jamie Moore	39	10	Craig Szczypek	46



CLASS LAP RECORDS & 2019 CHAMPIONS



GP2-Supertwins 1.45.438 Jonny Towers - 2019 Champion Jacque Foley
 Stocktwins - 1.48.293 Dan Taylor - 2019 Champion Alberto Solera

**Would y's moind just explainin' dat to me again?
Ya bought some tyres from a fella on da internet for more dan we can
bouy 'em from Alan roight here in da paddock?**



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6	Josh Hipwell	Doncaster	Hipwell Racing	Yamaha	600	S
19	Ben Grayson	Armthorpe	BGR Motorsports	Kawasaki	600	S
26	Bailey Harker	Spalding	Harker Racing	Yamaha	600	S
27	Brandon McCabe	West Bromwich	HTR BGM Motorsport	Kawasaki	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
38	Wilfrid Turner	New Mills	Caphead Racing	Suzuki	600	F
42	Daniel Dove	Chester	Dove Racing	Triumph	675	S
44	Jorge Halliday	Chilwell	Jorge Halliday Racing	Yamaha	600	S
55	Arthur Gissing	Broughton	Bass Tyre Service / NLC	Yamaha	600	S
56	Robert Llewelyn-Thomas	Plymouth	RNRMRRT	Yamaha	600	S
62	Sam Cartwright	Corsham	British Army Race Team	Honda	600	S
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
83	Richard Hughes	Walsall	Stumpy Racing	Honda	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
101	Christopher Asquith	Bradford	CA Racing	Yamaha	600	S
111	Matthew Hall	Appleton	MH Racing	Kawasaki	600	S
116	John Tierney	Birmingham	JT Racing	Triumph	675	F
122	Arran Hands	Rhuddlan	AHR	Triumph	675	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
295	Neville Otter	Lincoln	SB Racing	Kawasaki	600	F
300	Sam Ho	Nantwich	Moore's Metals	Yamaha	600	S
313	Liam Taylor	Cannock	Reaper Racing	Kawasaki	600	F
414	Tim Whittle	Newton le Willows	Maintenance Point	Kawasaki	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
991	Dean Bednarek	Pudsey	HEC Decorating Spec.	Yamaha	600	S

PRE-NATIONAL 600 FRESHMAN

1	Thomas Morris	190
2	John Tierney	117
3	Neville Otter	80
4	Keith Stringer	75
5	Luis Calado	68
6	Joshua Humphries	56
7	Joe Miles	55
8	Myles Speight	53
9	Gary Cranage	43
10	Barry Gissing	29



PRE-NATIONAL 600 SPORT

1	Ben Grayson	170
2	Thomas Major	111
3	Josh Hipwell	103
4	Sam Ho	97
5	Jack Pearce	92
6	Brandon McCabe	90
7	Nick Barnes	80
8	Clayton Grover	78
9	Zach Tansley	63
10	Jorge Halliday	32



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2	Kieran Smith	Scunthorpe	Corkie Racing	Suzuki	1000	GP
4	Mick Riddle	Truro	RAF MSA	Suzuki	750	SBK
8	Gareth Skinner	Etchingham	Army Veteran	Aprilia	1000	SBK
12	Alan Armstrong	Lisnaskea NI	APE Racing	Suzuki	1000	CUP
14	Brad Davey	Abingdon	Moto 14	Ducati	998	GP
15	Daniel Matheson	Newcastle NI	Leo Matheson Racing	BMW	1000	CUP
21	Daniel Southerland	Albrighton	RAF MSA	Yamaha	1000	GP
24	Andy Scanlon	Thatcham	Stubble Racing	Ducati	996	SBK
26	Barry Kelly	Kilkeel NI	Bayview Bridge Commercial	BMW	1000	CUP
29	Thomas Ellam	Hemingborough	ERC	BMW	1000	CUP
30	Brian Graham	Kilkeel NI	MCP Racing	Kawasaki	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
42	Daniel Dove	Chester	Dove Racing	Ducati	899	CUP
49	Kevin Howdle	Cannock	Alpha Training UK	Suzuki	1000	GP
50	Neville Lorimer	Bicester	NFE Events	Suzuki	1000	CUP
57	Oliver Mann	Kegworth	Ollie Mann Racing	Yamaha	750	SBK
61	Nick Williamson	Southampton	RBM	Honda	1000	SBK
65	Andrew Meachen	Netherton	Press-Form Racing	Honda	1000	SBK
66	Tony Broome	Preston	DC Racing	BMW	1000	CUP
72	Gary Ford	Chapel en le Frith	Hello Dave	Kawasaki	1000	CUP
82	Alan Graham	Kilkeel NI	Mowgli Racing	Kawasaki	1000	CUP
89	Chris Ganley	Clevedon	G-Rex Racing	Yamaha	1000	CUP
96	Ian Evans	Caldicott	British Army Race Team	Kawasaki	1000	CUP
101	Derek Craig	Newtonabbey NI	Leo Matheson Racing	Kawasaki	1000	CUP
119	Alun Brooks	Welshpool	Brooks Boyz Racing	Kawasaki	900	GP
188	Austen Webster	Bude	AW Racing	Suzuki	1000	CUP

THUNDERSPORT GP1 CUP

1	Sigitas Cerniauskas	152
2	Gary Ford	126
3	Neville Lorimer	117
4	Scott Darnton	100
5	Austen Webster	86
6	Chris Ganley	72
7	Remigijus Matuzas	64
8	Terry Fuller	29
9	Steve Bryson	29
10	Mark Parnell	28

GOLDEN ERA SUPERBIKE

1	Nick Williamson	170
2	Oliver Mann	140
3	Vince Carlton	98
4	Stuart Goodson	85
5	Mick Riddle	71
6	Greg Lewis	50
7	Andy Challis	48
8	Andy Scanlon	42
9	Adrian Bridges	10
10		

THUNDERSPORT GP1 CLASSIC

1	Kieran Smith	165
2	Nick Williamson	105
3	Oliver Mann	103
4	Steve Brittain	91
5	Mark Biswell	80
6	Kevin Howdle	65
7	John Dieterman	64
8	Vince Carlton	56
9	Stuart Goodson	46
10	Steven Bland	44



Bolt-on secondary crankcase protective covers

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ENTRY LIST

No	Rider	Hometown	Team	Machine	cc	CL
4	Mick Riddle	Truro	RAF MSA	Suzuki	750	RAF
5	Andrew Castle	Scopwick	RAF MSA	Kawasaki	600	RAF
8	Paul Cunvin	Reading	RAF MSA	Kawasaki	600	RAF
21	Daniel Southerland	Albrighton	RAF MSA	Yamaha	1000	RAF
29	James Alder	Gloucester	British Army Race Team	Suzuki	650	Army
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
43	Rob Vickerman	Willerby	RAF MSA	Yamaha	600	RAF
44	Charlie White	Southampton	RNRMRRT	Honda	500	RNRM
51	Leon Wilton	Liss	British Army Race Team	Yamaha	1000	Army
55	Ben Rainbow	Plymouth	RAF MSA	Suzuki	650	RAF
56	Brian Fuidge	Poole	RNRMRRT	Kawasaki	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
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
159	Tyler Viveiros	Stockbridge	British Army Race Team	Honda	500	FM
519	Eric Telger	RAF Croughton	RAF MSA	Yamaha	600	RAF

TEAM STANDINGS

1	RAF MOTORSPORTS TEAM	390
2	BRITISH ARMY RACE TEAM	328
3	ROYAL NAVY / ROYAL MARINES	277

INDIVIDUAL STANDINGS

1	Leon Wilton	ARMY	86
2	Rob Vickerman	RAF	66
3	Stuart Goodson	RNRM	59
4	Brian Fuidge	RNRM	58
5	Eric Telger	RAF	55
6	James Leslie	RAF	54
7	Ben Rainbow	RAF	53
8	David Leith	ARMY	53
9	Max Wilmot	RNRM	52
10	Dave Langley	RAF	51



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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 Quickshifter	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 Quickshifter	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 Quickshifter	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



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**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**



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Coronavirus (COVID-19): latest information and advice:
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Advice for people travelling abroad, please check the updated foreign advice:
www.gov.uk/guidance/travel-advice-novel-coronavirus

