

BMZRC

British MZ Racing Club

Donington 3/4 9th/10th April

2016

Pete Woodall took Donington by storm, winning all three races

Cold temperatures and the Donington surface created havoc on Saturday meaning the pm schedule was lost.



CHILTON MOTORS LTD
MZ CHAMPIONSHIP



British **MZ** Racing Club
www.bmzrc.org.uk

kentbadboyzphotography.co.uk

BURWINS
No.1 in LONDON
Martin 07726 000 075

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08453 921 621
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KAREN
BURROWS

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Sue once again has arranged sponsorship at the Brands GP meeting

from Paul and Liz Farmer of **LX TRIX**

GOOD NEWS. Gavin's sponsor has kindly given me the sponsor money for Brands GP for the Saturday races again. Thank you Paul and Liz
Sue Wood



Gavin Sherwood

Joe Baldrey has taken on the MZ Championship Sponsorship from Freshdrop

Jonny King has done us proud with his Freshdrop sponsorship over several years and we all appreciate that especially as he hasn't raced a Zed for quite a while. Thanks a lot Jonny from all of us.



Hi all, as some of you may not know just want to tell you all that my company Chilton motors have taken on the sponsorship of the MZ championship. ... I'd firstly like to thank Jonny King for his kind support over the years. I for one was very grateful. I intend to continue in a similar style of sponsorship but I'm looking to give out a few spot prizes for a exceptional ride of the day or someone who has overcome the odds to get out racing or perhaps a impressive ride at the front or at the back. I hope to get a few more of us at presentation hopefully giving us the family feel that we all have. If you have any suggestions of how else Chilton Motors could support the class please feel free to let me know.

I'm looking forward to seeing you all at Sunny Snetterton please come and see me for your new stickers.

Joe #36



Jonny King All the best Joe. Have enjoyed it everyone. So pleased the club is still so strong. On track and off it! Thanks for all your kind words. It's been a pleasure. I'll catch up with you all at cadwell!

Sue Wood I'd like to also thank Jonny for the years of support

Mark Taylor Thanks for your years of support Jonny

Simon Finch Would like to echo the thanks to Jonny King
....and well done Joe!!

Lee Hardy Big thanks to you both, Joe and Jonny

Chris Rogers Nice one Joe.

Marek Wieckowski Well done Jonny and good on yeh Joe.

Rob Dessoy Thanks Joe and thanks Jonny

Duane Sutch Thank you Jonny and well done Joe!

It is with great sadness and with a heavy heart to inform everyone that James (Dave's Son) passed away after a car accident following Donington.

James Paterson

21st October 1988 – 12th April 2016

Whilst some of you may not have known James, (Dave's son) to talk to, many of you will have seen James around the paddock, mainly with his Dad or with me watching you all race. I would just like to share some of my thoughts on a young man who tragically lost his life far too early.

I remember the first time I met James, it was at Snetterton on Saturday 25th April 2015. And what James didn't know was that I had spent most of the early morning, running around the paddock trying to find somewhere that I could straighten my hair. I was so nervous to meet him but James soon put me at ease. He arrived in his car and Dave was ecstatic that he had come to watch him in his first race of the season. Straight away, James mucked in with his dad, sorting out tyre warmers, paddock stands and all the other things that need to be done with an MZ. It was fantastic to watch father and son work together in harmony, seeming to know what the other needed to work on the bike without asking.

This continued throughout the season, and whenever James could attend a race meet, he would be there by his Dad's side. James would also spend most Saturdays round at his Nan and Grandads house, working on the bike with Dave trying to get it running right. Dave would often come back and tell me conversations that he and James had over the MZ, this and that they generally got a hot sausage roll and a cuppa.

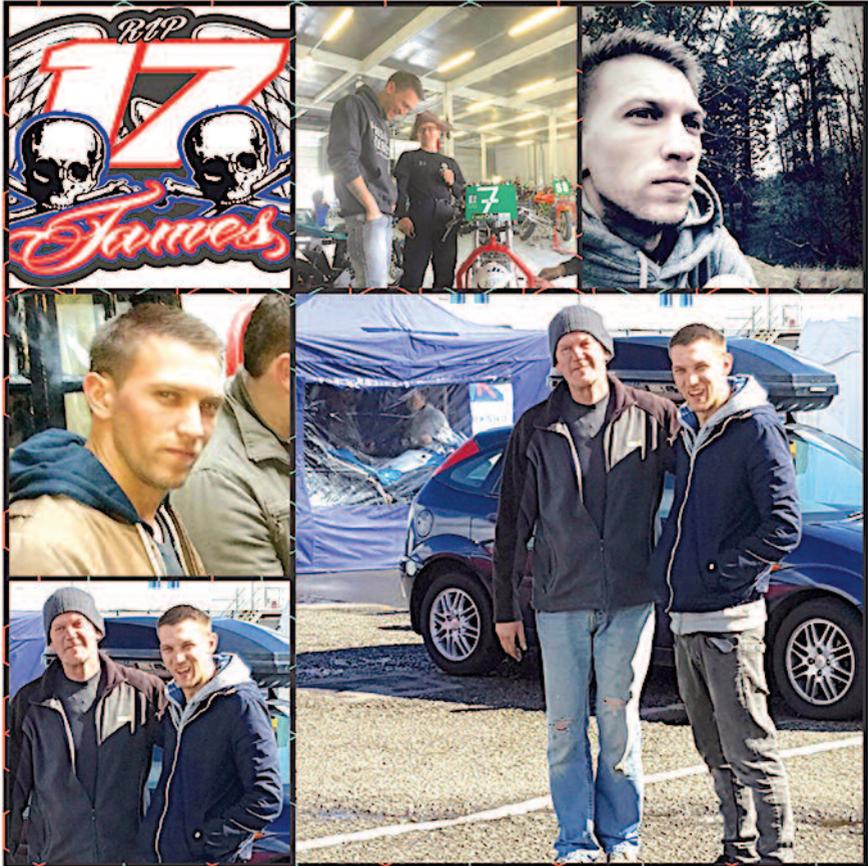
James was looking to build an MZ of his own and was hoping to be racing this season as Number 17. He completed his ACU license as soon as he could and couldn't wait to be out on the track. Dave and James were going to be a father and son team, and finally after some debate, we had decided on the team name of Steptoe and Son. Much to our amusement!!!

To me, James was the spit of his Dad, This was noticed on more than one occasion, and when I was asked "Which one is James?" My reply would always be "Can't you tell?" Then the person would look over to where James and Dave were stood and it would always be the same reply "Oh yes, you can tell" cos there would be Dave and James, stood together, with the same stance, same hand in the pocket of their jeans, and a pint in hand doing synchronised drinking.

James was a shy lad at first, but once you got talking there was no stopping him. He had a wicked sense of humour and would always like to tease Dave about having an I-pad and drinking hot chocolate from Costa Coffee as normally Dave wouldn't be up to date with his technology and didn't do posh coffee. But once again the two peas in a pod would have more in common, even down to Pringles.

James was always so proud of his Dad and was forever telling me how proud he was, and no matter where he came in a race he was still proud. Well James, since that fateful day, we can say we are so proud of you! You achieved and accomplished so much in your life. Ride hard and fast wherever you

RIP Pato, We Miss You Dearly



Dave, his family, James' friends and I would like to say a huge thank you for all your kind words and thoughts. They have meant a great deal to us in what has been a difficult time. James was due to start racing as number 17, This weekend Dave will be racing Number 17 in memory and as a tribute to his Son, James, after which it will be retired from MZ's.

Cat Gunnel

CHAMPIONSHIP STANDINGS

COMPILED BY Helen Finch

FRESHDROP BMZRC CHAMPIONSHIP 2016

Position	Rider	Points	Diff +/-
1	Peter Woodall	170	-
2	Chris Rogers	125	-45
3	Joe Baldry	104	-21
4	Simon Finch	87	-17
5	Gary Howlett	69	-18
6	Nick Bettridge	54	-15
7	Andrew Wales	43	-11
8	Rob Desso	36	-7
9	Ryan Anderson	33	-3
10	Chris Watson	32	-1
11	Barry Green	27	-5
12	Craig Ringland	26	-1
13	Graham Garriques	25	-1
14	Ben Hawes	23	-2
15	Chris Kent	22	-1
16	Jerry Frost	15	-7
17	Marek Wlcekowski	14	-1
18	Max Maud	13	-1
18	Dan Barford	13	0
20	David Rees	10	-3
21	Konrad Breese	9	-1
22	Brian Skinner	8	-1
23	Keith Badger	5	-3
24	Dave Bignell	4	-1
24	Peter Thorne	4	0
26	Mark Vincent	3	-1
26	Jack Cox	3	0
28	Andy Moffat	2	-1
29	Mick Pennell	1	-1
30	Lee Hardy	0	-1
30	Garry Samett	0	0
30	Peter Mannering	0	0
30	Andrew Butters	0	0
30	Malcolm Howell	0	0
30	Greg Wright	0	0
30	Gary Williams	0	0
30	Richard Fayers	0	0
30	Graham Towler	0	0
30	Liam Newman	0	0
30	Paul Canham	0	0
30	David Paterson	0	0
30	Philip Roots	0	0
30	Dave Higgins	0	0

BMZRC NOVICE CUP 2016

Position	Rider	Points	Diff +/-
1	Ben Hawes	140	-
2	Brian Skinner	135	-5
3	David Rees	85	-50
4	Keith Badger	70	-15
5	Chris Chad	69	-1
6	Liam Newman	60	-9
7	Graham Towler	34	-26
8	Paul Canham	0	-34
8	Andrew Newman	0	0

BMZRC MZ CUP 2016

Position	Rider	Points	Diff +/-
1	Gary Howlett	160	-
2	Nick Bettridge	117	-43
3	Chris Watson	90	-27
4	Max Maud	77	-13
5	Rob Desso	70	-7
6	Dan Barford	54	-16
7	Jack Cox	47	-7
8	Jerry Frost	42	-5
9	David Paterson	35	-7
10	Dave Bignell	32	-3
10	Konrad Breese	32	0
10	Mark Vincent	32	0
13	Richard Fayers	31	-1
14	Malcolm Howell	23	-8
15	Garry Samett	0	-23
15	Gary Williams	0	0
15	Duane Sutch	0	0

BMZRC UNDER 21s TROPHY 2016 -

The Phoebe Stockford Trophy

Position	Rider	Points	Diff +/-
1	Jack Cox	125	-
2	Chris Chad	118	-7
3	Liam Newman	80	-38

BMZRC Tuners TROPHY 2016

Position	Tuner	Points	Diff +/-
1	Holmshaw Tuning	279	-
2	Rogers Tuning	262	-17
3	Kaaden -Aspire	76	-186

Andy Moffat Fellow MZers, be very careful when purchasing your Shell V Max petrol. Shell in their wisdom have put the same colour and logo on their premium diesel a mistake would be very easy to make, don't ask me how i know .

BMZRC SENIOR CUP (40+) 2016			
Position	Rider	Points	Diff +/-
1	Peter Woodall	170	-
2	Chris Rogers	125	-45
3	Joe Baldry	113	-12
4	Gary Howlett	86	-27
5	Max Maud	57	-29
6	Marek Wieckowski	44	-13
7	Rob Desso	42	-2
8	David Rees	39	-3
9	Barry Green	35	-4
10	Chris Kent	33	-2
11	David Paterson	26	-7
11	Mark Vincent	26	0
13	Dave Bignell	25	-1
14	Richard Fayers	24	-1
15	Mick Pennell	22	-2
16	Andy Moffat	18	-4
17	Andrew Butters	13	-5
18	Malcolm Howell	9	-4
19	Dave Higgins	8	-1
20	Graham Towler	6	-2
20	Philip Roots	6	0
22	Lee Hardy	0	-6
22	Garry Samett	0	0
22	Peter Mannering	0	0
22	Greg Wright	0	0
22	Chris Pettet	0	0
22	Gary Williams	0	0
22	Chris Dowling	0	0
22	Des Davies	0	0
22	Duane Sutch	0	0
22	Andrew Newman	0	0

BMZRC MAVE HIGGINS TROPHY (50+) 2016			
Position	Rider	Points	Diff +/-
1	Gary Howlett	170	-
2	Max Maud	96	-74
3	Brian Skinner	92	-4
4	Marek Wieckowski	69	-23
5	Barry Green	65	-4
5	David Rees	65	0
7	David Paterson	45	-20
8	Dave Bignell	40	-5
9	Mick Pennell	35	-5
10	Dave Higgins	29	-6
10	Andy Moffat	29	0
12	Graham Towler	22	-7
13	Peter Mannering	0	-22
13	Chris Pettet	0	0
13	Andrew Newman	0	0
13	Duane Sutch	0	0
13	Des Davies	0	0



BMZRC TEAM COMP 2016			
Position	Team	Points	Diff +/-
1	Team Socket n See (Woodall n Maud)	183	-
2	Team Rogers Anderson	158	-25
3	Team Baldry n Dowling	104	-54
4	Team Slug racing (Finch n Skinner)	95	-9
5	Team Olden Goldies (Kent n Howlett)	91	-4
6	Team Bettridge n Barford	67	-24
7	Team Watson n Garriques	57	-10
8	Team Essex boyz (Wright n Desso)	36	-21
9	Team Piss n Cabbage (Mannering & Green)	27	-9
10	Team Breese n Newman	9	-18
11	Team Rikko racing (Sutch n Towler)	0	-9

OTHER 2 STROKE RACING ENGINES

Noise Test

	1 Cylinder	2 Cylinder	3 Cylinder	4 Cylinder
125 (2-stroke)	7,000rpm			
250 (2-stroke)	5,500rpm	7,000rpm		
500 (2-stroke)		5,500rpm	7,000rpm	7,000rpm

yadrucras

RACE 1

POS	NO	CL	PIC NAME	LAPS	TIME	BEST	ON
1	75		1 Peter WOODALL	6	12:05.010	1:59.273	2
2	36		2 Joe BALDRY	6	12:28.304	2:03.786	5
3	85		3 Andrew WALES	6	12:37.567	2:04.175	3
4	22		4 Simon FINCH	6	12:41.863	2:04.752	6
5	9		5 Gary HOWLETT	6	12:44.644	2:05.635	5
6	44		6 Robert DESOY	6	12:52.506	2:06.548	3
7	68		7 Graham GARRIQUES	6	12:54.511	2:06.089	6
8	13	R	1 Ben HAWES	6	13:01.105	2:07.411	4
9	43		8 Daniel BARFORD	6	13:04.536	2:07.697	3
10	16	R	2 David REES	6	13:12.934	2:10.230	5
11	20		9 Christopher WATSON	6	13:14.789	2:10.036	6
12	55		10 Marek WIECKOWSKI	6	13:18.960	2:10.751	3
13	65	R	3 Konrad BREESE	6	13:19.401	2:10.678	5
14	66		11 Mark VINCENT	6	13:34.521	2:11.877	6
15	3		12 Max MAUD	6	13:34.634	2:12.987	6
16	23	R	4 Brian SKINNER	6	13:40.459	2:13.870	5
17	7		13 David PATERSON	6	13:47.275	2:14.505	6
18	14		14 Mick PENNELL	6	13:54.724	2:16.124	6
19	25	R	5 Christopher CHADDERTON	5	13:24.926	2:33.137	5
<i>DNF</i>	63	R	Keith BADGER	3	6:38.624	2:08.972	3
<i>DNF</i>	30		Malcolm HOWELL	3	7:29.801	2:18.985	2
<i>DNF</i>	114		Ryan ANDERSON	2	4:17.463	2:06.632	2
<i>DNF</i>	62		Nicholas BETTRIDGE	0			
	75		Peter WOODALL	2	1:59.273		
	13	R	Ben HAWES	4	2:07.411		



Dave Paterson

So my first trip to Dony and I feel like I'm on the back foot already because I had decided not to cheat and take a cheeky track day there the week before cough because rob Dessoy.

After the half days testing I thought the weekend was going to be a complete wash out as I couldn't get to grips with the 3 mile track. I have trouble remembering where I put my van keys most of the time. So I turned of the coffee machine, turned out the lights, locked the door on the warm cosy garage and retired to the caravan to give myself a good talking to. Sitting there thinking you can't be beaten by an oap train driver dressed as iron-man and thinking about the silly sumg face he pulls if he beats me.

So Saturday comes and we're getting ready for qualifying, got new wets on the bike and didn't really want to kill them on the drying track so I ask the boys to watch the timing and let me know if I get anywhere near the top 10 and I'll come in, 3 laps in and the board came out



Nick Bettridge



p2 so thought they were taking the piss but come in anyway and there it was on the screen p2 so as I pranced round like a prize tit looked at screen again as was brought back down to earth as the w.....s were sand-bagging and put me back to 8 but still happy with that tho.

Race 1

As I lined up on the grid next to the incredible sulk big Joe and Graham Garriques I thought what ever happens don't let iron mans disabled cousin out of your sight. So the lights go out and I get a good start and nip round the outside of the Howler and peel into redgate smiling ear to ear as I do it. As we come steaming down Craner Curves I see Garry's 2016 crash replacement Chris Kent part company and Chris Rodgers in hot pursuit of the skidding northerner not happy with being put off line partnered with the frustration we all feel that Kent no longer brings cakes decides to scrub some more speed off by ridding over Kent. But as with any crash in

front of you the first thing you think is " well two places up" every cloud and all that.

Restart

Lights go out and I try the same move on the Howser but he's onto me and we enter Redgate elbow to elbow and I think wow Howsers 300cc sounds ruff but as I pull away (probably just a weight thing) I notice it's getting louder and louder as I look down to see my exhaust nut has come loose and my front pipe is hanging off so I have no choice but to pull in at starkeys bridge prop my bike up take my helmet and gloves off and catch up with the marshals by this time Garry has caught up so we all wave as the marshals and recovery team know him well.

Nick



SUNDAY

RACE 1

POS	NO	CL	PIC NAME	LAPS	TIME	BEST	ON
1	75		1 Peter WOODALL	4	8:04.639	2:00.196	3
2	95		2 Christopher ROGERS	4	8:11.243	2:01.423	3
3	36		3 Joe BALDRY	4	8:20.081	2:03.133	3
4	44		4 Robert DESOY	4	8:21.152	2:03.869	4
5	85		5 Andrew WALES	4	8:21.702	2:03.864	3
6	22		6 Simon FINCH	4	8:24.244	2:04.025	2
7	9		7 Gary HOWLETT	4	8:29.078	2:05.741	4
8	62		8 Nicholas BETTRIDGE	4	8:40.970	2:07.495	4
9	13	R	1 Ben HAWES	4	8:41.452	2:08.742	2
10	20		9 Christopher WATSON	4	8:44.756	2:09.200	4
11	43		10 Daniel BARFORD	4	8:45.146	2:09.125	4
12	90		11 Peter THORNE	4	8:53.131	2:09.763	3
13	65	R	2 Konrad BREESE	4	8:54.563	2:11.552	3
14	23	R	3 Brian SKINNER	4	8:57.001	2:11.441	4
15	66		12 Mark VINCENT	4	9:06.060	2:14.483	3
16	15		13 Andy MOFFAT	4	9:06.291	2:12.979	3
17	3		14 Max MAUD	4	9:06.670	2:12.324	3
18	72		15 Jack COX	4	9:11.977	2:15.097	3
19	16	R	4 David REES	3	6:34.880	2:08.936	3
20	63	R	5 Keith BADGER	3	7:03.160	2:18.487	3
21	25	R	6 Christopher CHADDERTON	3	8:13.832	2:42.878	2
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DNF	7		David PATERSON	3	6:45.449	2:12.922	2
DNF	55*		Marek WIECKOWSKI	3	6:47.498	2:14.316	3
DNF	14		Mick PENNELL	1	2:22.352	2:22.352	1
DNF	30		Malcolm HOWELL	0			
DNF	68		Graham GARRIQUES	0			
DNF	114		Ryan ANDERSON	0			



Joe Baldrey



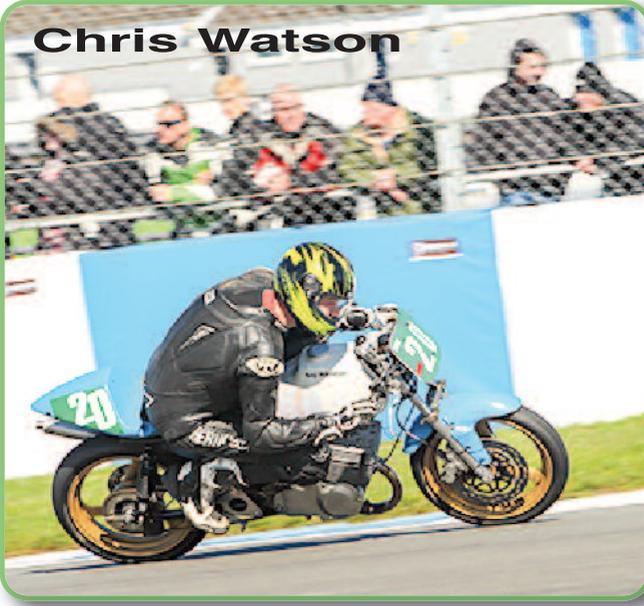
Taff Wales

Joe

Rob Dessoy



Chris Watson



So here we are, Sunday at Donnington. After the spits of rain yesterday and the unfortunately loss of a race, today is the day we have been waiting for. The chance to have some real fun!

First of all can I give a get well soon to Roovey whose punishment did not fit the crime, Chris Kent whose punishment can be considered a blessing (these northerners can double up as speed bumps it seems) and crazy Dave who, rumours have it, decided to remove his fuel tap to increase fuel flow. He really is crazy!

A brief paragraph of condolence to the tragic loss of Dave's boy in a car accident, it seems so strange how he had been parked up right next to me not two days ago at the time of writing this report. We as a club have done some extraordinary things and you will be well looked after Dave. We are all truly sorry for your loss.

Unfortunately the day starts as expected with wet sleeping bags, and no I haven't wet myself! Hearing the inevitable drip drip drip from the roof of my tent at somewhere around 2 o'clock the freezing temperatures were showing themselves. Luckily (or unluckily) it was those same freezing temperatures that saved me. As I emerge at around 6 o'clock, to the sound of planes attempting to land on the back straight, I tug on my tent to reveal a solid ice block of fabric. Good fun this camping lark.

Rob Dessoey has the right idea, every plane flying over is another person woken and needing a shower so I am off to find the sole hot shower.

I come back to find a very unhappy Jack Cox who is wondering how his bike has been wrapped in blue roll again, not missing an opportunity, I investigate to find that the culprit has indeed wrapped his bike from front to back, and even decorated

it with a little bow. Whoever keeps doing this, please continue, Jack told me he likes it (honest).

Race 1

Starting from 11th on the grid I have no idea what went on, the whole lap went by in a blur! We settle in the next lap and things start to become more organised. Ben Hawes is having a cracking ride just in front, deciding that changing gear with his foot is too mainstream he elects to change it with his hand. I am sure for some this trend will catch on, and many studies will be conducted to prove its effectiveness, but for now it's like the Rossi leg dangle, exclusively his. (In all seriousness his gear lever was getting stuck much like Chris Kent at Brands, but not being as northern, he used his brain to come up with a solution).

A few laps in and Bens hand is up in the air. Thinking his bike had packed in I kept my head down and came past, making sure not to cause him any problems. All of a sudden Nicks hand is up too... Hmm that's strange... Oh crap Red flags, much like my face after realising. I guess I still wear an orange vest in sympathy!

Dave had crashed at the end of the back straight, this, I am lead to believe, did not cause his injuries, but it was rather Marek's runaway bike that had decided to crash in sympathy. For future reference Dave, please give us a thumbs up when you are lying on the ground, we were all very worried as we rode by!

Race 2

And the flag has dropped, my

Y&D

RACE 2

POS	NO	CL	PIC NAME	LAPS	TIME	BEST	ON
1	75		1 Peter WOODALL	6	12:03.066	1:59.128	2
2	95		2 Christopher ROGERS	6	12:22.671	2:01.712	3
3	85		3 Andrew WALES	6	12:29.521	2:03.109	6
4	44		4 Robert DESSOY	6	12:30.043	2:02.697	6
5	22		5 Simon FINCH	6	12:33.726	2:04.355	4
6	36*		6 Joe BALDRY	6	12:39.147	2:03.358	6
7	9		7 Gary HOWLETT	6	12:41.024	2:04.341	6
8	62		8 Nicholas BETTRIDGE	6	12:59.023	2:06.586	4
9	20		9 Christopher WATSON	6	13:10.804	2:09.329	2
10	23	R	1 Brian SKINNER	6	13:19.503	2:09.729	4
11	13	R	2 Ben HAWES	6	13:23.434	2:08.588	3
12	16	R	3 David REES	6	13:24.974	2:10.675	5
13	65	R	4 Konrad BREESE	6	13:24.975	2:11.400	3
14	15		10 Andy MOFFAT	6	13:27.337	2:11.934	6
15	55		11 Marek WIECKOWSKI	6	13:28.683	2:12.312	3
16	66		12 Mark VINCENT	6	13:30.666	2:12.836	5
17	3		13 Max MAUD	6	13:31.691	2:12.446	5
18	114		14 Ryan ANDERSON	5	12:43.604	2:17.778	2
19	25	R	5 Christopher CHADDERTON	5	14:00.534	2:46.907	1
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DNF	68		Graham GARRIQUES	5	10:52.912	2:08.409	5
DNF	43		Daniel BARFORD	5	10:55.269	2:09.506	5
DNF	72		Jack COX	4	9:12.524	2:14.801	3
DNF	63		Keith BADGER	3	6:50.944	2:12.817	3
DNF	14		Mick PENNELL	1	2:25.142	2:25.142	1
DNF	30		Malcolm HOWELL	1	2:27.877	2:27.877	1
DNF	90		Peter THORNE	0			
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	75		Peter WOODALL	2	1:59.128		
	13		Ben HAWES	3	2:08.588		



Chris Rogers

start is ok, first bend approaching, brakes are on and oh crap running wide, running wide. Pulling it back only costs me a few places thankfully. As I round the bend I can see Nick has decided to test to make sure his suspension works off the track as well as on it. After expressing his desire for small tracks, due to being able to remember the bends of the longer tracks, maybe he was attempting to create his own track out of frustration. I pick the few people off that went underneath me on the approach to the old hairpin and get my head down for the boggy uphill climb.

The first lap continues..... Who the hell just came past like a missile, its yellow, its Kaden, it's not a Danny Kent wannabe, and it's not Guy Martin out of retirement, oh look its Pete... Almost as quickly as he came past he decided that he had proved his mettle and crashed into the esses. On the plus side it was a good first lap up to that point.

So it seems all familiar again with Ben Hawes straight ahead, slipstream is not a word I can use in my race reports, it's more a form of keeping pace, just about. Pulling out of the draft on the back straight I curse as I fall backwards away from his bike. Do I need my right leg? Could I shed some weight that way? A good battle with Dan Barford ensues, at one point he comes past me before Melbourne, only to leave a gap big enough to park my bike in. I refrain from looking to my left and smiling as recommended by Jeremy Hill on the track walk. Once someone parks it at that

bend you really are bolloxed. The following lap Dan has got past me before the start finish line where he decided to release Kaden Tunings secret weapon, a detachable piece of flying metal (it turned out to be a gear lever).



Dan

A quick evasion and a giggle at the (rather comical) stamping for a missing lever and the race continued. Our battle left me out of touch with Ben and it seemed another lonely race.

Graham and Nick come past in quick succession with two laps to go and one thing is for sure Graham has perfected the tuck position. And so it's the last lap, the gap in front is significant but I keep pushing throughout the lap, never know whose going to have problems right! Going into the flip flop after the back straight there is a stricken MZ. By stricken I mean a sliding one! Graham has crashed on the entry; it was a spectacular slide as the front gave up the will to live. This event briefly distracts me and ooooh shit my braking marker is now 20 foot behind me! Doing my best impression of a driver with a deer in the headlights the anchors are slammed on. Graham, doing the best impression of a deer keen to not be run over has begun sprinting faster than Usain Bolt! I man-

age to keep it on the rumble strips, just

A quick look behind before Melbourne reveals nobody, and so a cruise to the finish ends in 9th place. I would have been giddy about that before, but the bug has bit. My first time at Donnington and I feel that it still eludes me.

Up front it's three from three from Pete, I'm sure someone will figure out you are skipping Melbourne and turning right at the esses at some point! Chris with his least favoured yellow (it just infects bikes doesn't it Mark Vincent!) front fork brings it home in second on both occasions to keep the championship alive. A good tussle between Hole in my leathers Joe, look at my cool crash Simon, hello a podium chance here Rob, I don't want to discuss Silverstone Taff & Feathers Mcgraw Garry (google it) keeps the racing close and gives the spectators something to cheer about.

In other news props to Pete Mannering for going out and having a good race on Saturday (YPM) and we all knew you were never going to cruise around. Well done to Mark Taylor for knocking on the door of a win with a sick bike all weekend and good racing to anyone else I missed in this report.

Roll on Snetterton, home of the slipstream, destroyer of engines. Now if you could all eat a few pies between now and then I would really appreciate it!

Chris

Most that that were there will remember that after the problems on Saturday when conditions caused the cancellation of the complete afternoon schedule, we were informed that the MZs would be taken off of the Silverstone programme in an attempt to avoid a repetition. It should be mentioned that pre-season the MZs had been granted on request an extra meeting. The result of the announcement created problems and/or disappointment for many and there were heated discussions following racing. There were also unfortunate comments made during the race commentary which at the time fuelled the situation.

I realise that this is a very brief attempt to outline the situation and at the time I had sympathy and agreement with some aspects of the immediate reaction but feel that the following post by Chris put things firmly in perspective. Dave H

Chris Rogers

Hi guys. I just want to get some things off my chest. I've been racing MZ'S for 15 years, and all that time has been with Bemsee. I have not once been made to feel like a second class citizen within BEM-SEE. Everyone has always bent over backwards to fill our requirements. If we wanted another round we got it. If we wanted to swap a circuit we got it. And certainly the commentary team have never belittled our club or racing. It seems that Whilst trying desperately to help us and accommodate us (along with all the other classes) things have got away from them. Victims of their own success it seems. Yes Donington was a bit of a blow. Losing Silverstone is not ideal but it's nothing compared to how well we've been looked after over the years.

I think its time we helped bemsee out a little for a change and roll over on this one. Kicking up a fuss isn't helping anyone.

As regards to the accusation that Keith Roissetter said the mz racing was an embarrassment over the commentary. Well I think maybe an apology to Keith is in order. I've asked him what he said but I'll copy his reply below. I know Keith and Rich, and I know they both love the MZ'S for the close racing they watch and comment on.

The next is from Keith.

"Hi Chris. I'm happy to clear up what was a simply misheard piece of commentary that has been taken out of context. Let me put it back where it came from.

Joe Baldry, Robert Dessoay and Simon Finch all popped up to the box yesterday afternoon and I appreciated the chance to tell my side of the story to them, I never realised there was a problem until they dropped by, and I will do the same for you, and anyone else who reads this.

I did use the word 'embarrassing or similar in relation to the MZ race, however it was used in conjunction with the word 'processional'. It was a way of comparing the race yesterday with how exciting MZ races normally are. It was meant as a compliment, perhaps misjudged, certainly misheard.

Normally you guys are bashing elbows, slipstreaming each other within millimeters and swapping places in what is usually one of the most exciting races of the day, yesterday however Mr Woodall found a shortcut and everyone else was pretty much spread out around the track. A far cry from the close action you normally provide.

If I have upset anyone in any way I genuinely apologise. However if you guys were ever in a position to hear the commentary of your races you would realise that I am very genuinely a massive fan of the MZs' and the enthusiasm in my commentary often puts the PA needle into the red when describing your races. Also, the spirit of camaraderie that you guys and girls bring to the paddock, and indeed the presentation, is something that a lot of classes could really learn from.

I did not, and certainly never would describe your class as an embarrassment. Far from it. As far as I'm concerned you guys are a credit to the club and embody the spirit of racing perhaps more than any other class in the country, not just the club.

I will happily learn from this unfortunate experience and try to engage brain before mouth

Keith Roissetter"

Nuff said I think. Time we moved on

Silverstone Etc.

Mark Dent

Reference Class withdrawal at Silverstone.....Official

The rider numbers that we have seen entering our early rounds have exceeded our expectations - in some areas quite significantly. We are very conscious these days to try to ensure we don't fall into the trap where we plan too much content into the popular meetings. This results in poor value for money for all, increased pressure on our volunteers to try to get the meeting done and the prospect of laps being shaved if we see more than the few Red flags that we allow for in the plan.

Donington on Saturday was a very unfortunate example of where a disproportionate amount of stoppages – some quite serious, such as the Sidecar collision on the start line, take considerable time to re-mediate. You can't reasonably foresee or plan for such a higher than "normal" stoppage frequency and the time it takes to deal appropriately with the casualties and circuit condition. That was an exceptional day.

If the programme had been 2 races less - it would have made no difference to the outcome or the decisions we took in respect of the programme.

Sunday shows how different things can be, all completed, just a lap given up, despite 4 x Reds, two of which were longer delays. complete at 6.30.

The MZs have had a detailed explanation as to the background and changes we are making to the Silverstone content. If other riders want to understand the issues more clearly then contact the CEO at the office or direct by email. The talking shop of Facebook just leads to misinformed or biased comment and mis-understandings.

Remember this is a Members Club, our collective presence at race meetings is what makes the whole machine function. We need every class engaged and full to afford to do what we do for you as riders and our volunteers who make it all happen. No class is anymore important to the Bemsee Family than another.





Max Maud There's a miserable looking twat in the background - with smiley knee sliders *Peter Woodall* If I'm going to persist with this long hair business I'm gonna need some 'just for men' like Joe.



Mick Pennell

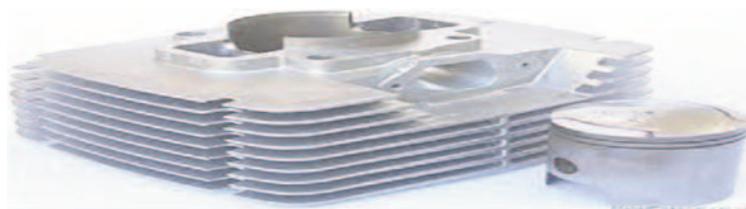
LAP RECORD

Snetterton 300

2:22.934

25 March 2012

Andy Saunders



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For all your Mz racing needs

See you in the Paddock

A new competition derived by Supermoff
(Andy Moffat)



MZFA CUP

For example

All riders attending the next meeting at Snetterton will have their number in a hat, a draw will be made for head to head battles .

22 Gillingham V 75 Milwall
95 Scunthorpe V 85 Colchester
etc

The races will be held 1st / or 2nd race Sunday .

The winner on the track goes through to the next round .

The next round will be held at the next meeting, the race number will be drawn from a hat. ie 1 2 3 or 4 .

The last two riders will race in a final, a trophy will be presented to the winner .

The football reference is entirely voluntary, however the wearing of team shirts over leathers is encouraged.

When odd numbers occur a bye will be granted

The word trophy may be changed to something else.

Where races may overlap with pre organised meetings (John Welfare, Gav Sherwood) alternative arrangements will be made.

A DNF beats a DNS

BMZRC CLOTHING

See Dan Burdett in the paddock or give him a ring.

He has some brilliant gear including coats, fleeces, T shirts, hats etc.

Dan #77 07790 604885



29mm

BMZRC Pin Badge

£3 each

Get them from Dan

Rob Dessoy

Was a bitter sweet weekend. Chris Kent and Andrew Rooley Newman both getting broken shoulders and Dave Paterson going for a Tumble at Foggies, get well soon.

Finding out the we are missing Silverstone .

Nick Bettridge and Daniel Barford breaking with tradition and being in the Garages, all very 'factory'. I think we will hear more on both those points (it's just like Qualifying all over again).

Gary Howlett was wearing that hat AGAIN!!!!

I met 3 of this years rookies; Keith Badger, who had a few issues with his front brake; Ben Hawes who was changing gear with his hand! And was the fastest Rookie finishing in the middle of the pack (one to watch I think). And Brian Skinner who I shared a Gazzebo with and also had lots of issues (primary drive wheel broken & a rear shock absorber falling of at Cramer Curves! Thank you

It took me a longer than expected to crack Redgate (the right @ the end of the start/finish straight). The gravel trap is a bit like Broadstairs. I talk from experience having visited both of them. I had a really good clean race with Andrew Wales, Joe Baldry and Simon Finch today. I didn't think I would be saying that.

See you all at Silver.....I mean Snett

The marshals view from Silverstone.

Race 4 YPM's

Joe on No. 100 his first time on a YPM, on lap two running in 35th and doing well. By lap three he moved up to 29th and finished 27th of the whole pack, but not sure where he finished in his class within the YPM's

Race 10 Ninja's

lap two Graham Haw number 9 was in 15th followed by no. 8 Duane Sutch just in front of Mal Howell No. 30 both of them having a good race.

No. 9 Graham Haw went from 13th to 7th after 2 laps

No. 111 Max Maud was running second from the back and going well.

No. 11 Peter Woodall well up in the field but not as fast as No. 9 Graham Haw.

As for the others out there they were going so fast I couldn't get the numbers.

Henry

Chris Kent feeling lucky

Message from Clare - thank you to everybody who was concerned and who helped this weekend. She says you are all Amazing!

Chris says- obviously she doesn't know you as well as I do.....

Chris Kent Update: Hi got the results back. Just a broken collarbone and a fractured scapula. No new back problems. I'll be discharged this afternoon. Cheers to the chaps who have been loading my trailer!

Lindsey Garnham That's good to hear. Hope you recover quickly xxx

Baz Glad you are sort of ok northern. Hope you heal soon.

Race Journals 2016

Journals
wanted for
all these.

Please Get
your names
in.

		Sat	Sun
Brands Indy	March	Pete Woodall	Gregg Wright
Donn	April	Nick Bettridge	Chris Watson
Silverstone	April	_____	
Snetterton 300	May	Ben Hawes	Gary Howlett
Oulton	June	Chris Chad	
Pembrey	July	Dave Reece	Keith Badger
Cadwell Park	July		
Brands GP	August		
Snetterton	Sept		
Brands Indy	Oct		

New Zedders please give it a go.....

TONY HOLMSHAW NUMBER 1

BEMSEE CHAMPIONSHIP 2015 Mark Taylor

Plus - MZ CUP SENIOR CUP MAVE HIGGINS TROPHY Novice Cup

For a friendly chat or advice on anything racing MZ PLUS:-

FULL TUNING AND BIKE PREPARATION - SUSPENSION REBUILDS AND MODS

ALLOY WELDING 415 Race chain conversion

CHAIN GUARDS - TWIN FUEL TAPS - EXHAUSTS MADE UP - PARTS SUPPLIED

RACING CLUTCH

If you need anything for a racing MZ

- Have a word with TONY

See him at the circuit or TEL: 01354 656 345

David Rees



BMZRC subs

INDIVIDUAL RACING MEMBER: **£30.00**

JOINT MEMBERSHIP: **£35.00**
(e.g. Husband & Wives, Fathers & Sons)

AFFILIATE MEMBERSHIP: £15.00

See Gill Moffat in
the paddock this
weekend
if you have
forgotten



Andy Moffat Setting off on my
classic ten minute (nearly
eleven) lap of Donington.

Steve Redvers Hill the orange
cable just disappears!

Its actually a balloon model of
me and an MZ, it gets through
scrutineering more than i do..

Andy