

BMZRC

British MZ Racing Club

Brands Indy 16th/17th March

2024



Taff Wales

Andy Wales left Brands with a healthy championship lead but what a battle for second between Chris Rogers, Louis Kershaw and Alex Mann.

Looking great for the championship this year.

The Crispy Chips lead the Teams, Taff the Senior, Gordon Ryan the Mave 50+ and Carl Cripps the Cup.



BP

Chris Rogers



modali:y



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

MZ Spares Company
No.1 in ESSEX
Martin 07726 000 075

CB Racing
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TONY HOLMSHAW
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CONTACTS



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Chairman	Gordon Ryan
BMCRC Riders Rep	Pete Woodall
BMCRC Riders Rep (Back up)	Chris Rogers 07977 218440
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MZ Experience	Chris Pettet
MZ Experience coordinator	Graeme Lewis 07384 241314
Points and competitions	Gary Williams
Club website bmzrc.org.uk	Garry Samett, 07968 853675 Alex Mann and Amy Mann
Club Trophies	Andy Wales
Club Merchandise	Sue Wood 07790 325811
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Race bulletin	Dave Higgins. 07757 701 708 damadave@blueyonder.co.uk

The 2024 MZ Championship Sponsor



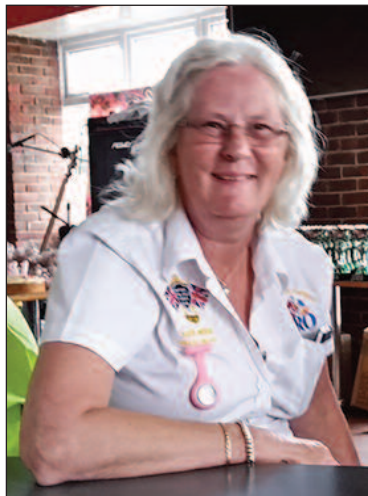
modali:y



BMZRC 250 MZS

BMZRC CLOTHING

Sue Wood looks after the MZ clothing for us



The usual Polo shirts, T shirts, fleeces
baseball caps, lapel badges etc
and softshell coats.

See Sue in the paddock or contact her on
07790 325 811

Check them out on the MZ website
under contacts - Sue Wood

Gordon Ryan

Hi all

Well done to all from the Brands meeting.

The timetable on the file for Pembrey has us on a grid with Team Green Ninja's as mentioned at the end of the meeting. Probably a better match.

Thanks to Peter Woodall for influencing this outcome as rider's rep.

Our own **BMZRC** website

www.bmzrc.net

Operated by Garry Samett . Alex Mann . Amy Mann

PEMBREY Journalists

Saturday Chris Rogers

Sunday MMMM

LAP RECORD

Pembrey

1:08.630

6 May 2012

Dean Stimpson

2023 CHAMPIONSHIP POSITIONS

BMZRC CHAMPIONSHIP 2024				
Pos.	U/D	Rider	Points	Diff +/-
1	↑	Andrew Wales	95	-
2	↑	Chris Rogers	61	-34
3	↑	Louis Kershaw	55	-6
4	↓	Alex Mann	54	-1
5	↑	Gordon Ryan	44	-10
5	↑	Chris Kent	44	0
7	↑	Harry Lamacraft	37	-7
8	⇒	Carl Cripps	35	-2
9	↑	John Ashmead	29	-6
10	↓	Gary Howlett	23	-6
11	↑	Peter Woodall	20	-3
12	↑	Graeme Lewis	17	-3
13	↑	Gary Williams	11	-6
14	↑	Tony Parker	9	-2
14	↑	Kevin Lane	9	0
16	↑	Chris Pettet	8	-1
17	↓	Max Maud	0	-8
17	↓	Gary Samett	0	0
17	↓	Paul Ansell	0	0
17	↓	Richard Askew	0	0
17	↓	Ricky Wood	0	0
17	↓	Andy Marks	0	0
17	↓	Dave Higgins	0	0
17	↓	Chris Watson	0	0
17	↓	Simon Finch	0	0
17	↓	Paul Magrath	0	0
17	↓	Jason Hadley	0	0
17	↓	Mark Lister	0	0
17	↑	Joe Baldry	0	0
17	↑	Dan Barford	0	0
17	↑	Rob Dessoy	0	0
17	↑	John Fisher	0	0
17	↑	Russell Turner	0	0
17	↑	Clive Hillier	0	0
17	↑	Giles Spencer	0	0
17	↑	Graham Garriques	0	0
17	↑	Richard Hickling	0	0
17	↑	Phil Roots	0	0
17	↑	Scott Grant	0	0
17	↑	Calab Wright	0	0
17	↑	Charlie Ollis	0	0
17	↑	Dave McGlone	0	0
17	↑	Harrison Dessoy	0	0
17	↑	Mike Wilby	0	0

BMZRC MZ CUP 2024				
Pos.	U/D	Rider	Points	Diff +/-
1	↑	Carl Cripps	100	-
2	↑	Graeme Lewis	80	-20
3	↑	Tony Parker	45	-35
4	↑	Chris Pettet	42	-3
5	↓	Max Maud	0	-42
5	↓	Paul Ansell	0	0
5	↓	Richard Askew	0	0
5	⇒	Andy Marks	0	0
5	↑	Jason Hadley	0	0
5	↑	Dan Barford	0	0
5	↑	Richard Fayers	0	0
5	↑	Clive Hillier	0	0
5	↑	Phil Roots	0	0
5	↑	Calab Wright	0	0
5	↑	Murray Smoker	0	0
5	↑	Mike Wilby	0	0
5	#N/A	TBC	0	0

Gordon Ryan

Round 1.

Andy Wales making a tremendous three win start and gapping Chris Rogers in second place by 34 points. Lovely to see Louis Kershaw sat in third just ahead of Alex Mann.

It's all close with much to be gained from Round 2.

Ben Fund

Thank you to all that gave to this very good cause.

H collected £780.60



Sue

Compiled By Gary Williams

BMZRC SENIOR CUP (40+) 2024				
Pos.	U/D	Rider	Points	Diff +/-
1	↑	Andrew Wales	95	-
2	↑	Chris Rogers	61	-34
3	↑	Gordon Ryan	57	-4
4	↑	Chris Kent	52	-5
5	↑	Harry Lamacraft	48	-4
6	↑	John Ashmead	40	-8
7	↓	Gary Howlett	34	-6
8	↑	Graeme Lewis	29	-5
9	↑	Peter Woodall	26	-3
10	↑	Kevin Lane	21	-5
11	↑	Tony Parker	18	-3
12	↑	Chris Pettet	17	-1
12	↑	Gary Williams	17	0
14	↓	Max Maud	0	-17
14	↓	Gary Samett	0	0
14	↓	Paul Ansell	0	0
14	↓	Richard Askew	0	0
14	↓	Ricky Wood	0	0
14	↓	Dave Higgins	0	0
14	↓	Simon Finch	0	0
14	↓	Paul Magrath	0	0
14	↓	Jason Hadley	0	0
14	↓	Mark Lister	0	0
14	⇒	Joe Baldry	0	0
14	↑	Rob Dessoy	0	0
14	↑	Richard Fayers	0	0
14	↑	John Fisher	0	0
14	↑	Russell Turner	0	0
14	↑	Clive Hillier	0	0
14	↑	Graham Garriques	0	0
14	↑	Richard Hickling	0	0
14	↑	Phil Roots	0	0
14	↑	Ian Keeble	0	0
14	↑	Ryan Anderson	0	0
14	↑	Dave McGlone	0	0
14	↑	Mike Wilby	0	0

BMZRC MAVE HIGGINS TROPHY (50+) 2024				
Pos.	U/D	Rider	Points	Diff +/-
1	↑	Gordon Ryan	81	-
2	↑	Chris Kent	75	-6
3	↑	Harry Lamacraft	65	-10
4	↑	Gary Howlett	47	-18
5	↑	Graeme Lewis	40	-7
6	↑	Peter Woodall	36	-4
7	↑	Kevin Lane	32	-4
8	↑	Tony Parker	26	-6
9	↑	Chris Pettet	25	-1
10	↑	Gary Williams	24	-1
11	↓	Max Maud	0	-24
11	↓	Gary Samett	0	0
11	↓	Paul Ansell	0	0
11	↓	Richard Askew	0	0
11	↓	Ricky Wood	0	0
11	↓	Dave Higgins	0	0
11	↓	Jason Hadley	0	0
11	↓	Mark Lister	0	0
11	↑	Rob Dessoy	0	0
11	↑	John Fisher	0	0
11	↑	Russell Turner	0	0
11	↑	Clive Hillier	0	0
11	↑	Richard Hickling	0	0
11	↑	Phil Roots	0	0
11	↑	Dave McGlone	0	0
11	↑	Mike Wilby	0	0

BMZRC TEAM TROPHY 2024				
Pos.	U/D	Team	Points	Diff +/-
1	⇒	The Crispy Chips	97.0	-
2	⇒	Birds Eye View	82.5	-14.5
3	⇒	Tea Total	52.5	-30.0
4	⇒	Chris & Kevin	40.0	-12.5
5	⇒	Old but gold	22.0	-18.0

BMZRC NOVICE CUP 2024				
Pos.	U/D	Rider	Points	Diff +/-
1	↑	Harry Lamacraft	100	-
2	↓	Dave Higgins	0	-100
2	↑	John Fisher	0	0
2	↑	Charlie Ollis	0	0
2	↑	Dave McGlone	0	0

BMZRC Weight				
Pos.	U/D	Rider	Points	Diff +/-
2	↑	TBC	0	-
#N/A	#N/A	Gary Williams	50	50
2	#N/A	Simon Finch	0	-50
2	↑	TBC	0	0
2	↑	TBC	0	0
2	↑	TBC	0	0

Reminder

Copies of all photographs taken by Rachel BP
can be obtained from this address

<https://bournephoto.photoshelter.com/.../C0000cR9ePProQib8>



Superstar

RACE 1

POS	NO	CL	PIC	NAME	LAPS	TIME	BEST	ON
1	2	M	1	Andrew GILL	9	8:04.340	52.510	2
2	25	M	2	Haydon SMITH	9	8:07.072	52.942	2
3	15	M	3	Nick SMITH	9	8:08.359	52.780	2
4	191	M	4	Craig DANCE	9	8:16.868	53.949	7
5	58	M	5	James ROBINSON	9	8:26.312	54.544	3
6	65	M	6	Andrew MOXON	9	8:28.945	55.026	2
7	90	S	1	Steve RAPA	9	8:31.454	55.473	3
8	12	S	2	Kade WATT	9	8:31.657	55.397	9
9	67	M	7	Simon HARVEY	9	8:33.880	55.401	6
10	115	M	8	Jake DONKERSLEY	9	8:34.103	55.483	6
11	171	M	9	Dan HANBY	9	8:42.163	56.231	7
12	50	R	1	Jay YELDHAM	9	8:45.616	56.425	7
13	47	S	3	Adam CARSON	9	8:50.720	57.556	7
14	45	M	10	Marley MACKENZIE	9	8:51.699	57.352	6
15	87	M	1	Sam ATKINSON	8	8:16.805	1:00.173	2
16	85	MZ	1	Andrew WALES	8	8:18.487	57.929	7
17	95	MZ	2	Christopher ROGERS	8	8:18.900	58.089	5
18	1	MZ	3	Alexander MANN	8	8:19.852	57.448	7
19	55	M	12	Magnus MANSON-CHUBB	8	8:20.906	1:00.213	2
20	565	MZ	4	Louis KERSHAW	8	8:23.717	57.721	8
21	96	MZ	5	Chris KENT	8	8:24.340	58.248	8
22	11	MZ_R	1	Carl CRIPPS	8	8:36.743	59.963	8
23	13	MZ	6	Gordon RYAN	8	8:37.786	1:00.182	8
24	37	MZ_R	2	Harry LAMACRAFT	8	8:38.437	1:00.528	8
25	32	MZ	7	John ASHMEAD	8	8:48.666	1:01.411	7
26	999	M	13	Jim DALTON	8	8:51.617	1:03.575	3
27	41	MZ	8	Gary WILLIAMS	8	8:52.091	1:01.964	8
28	9	MZ	9	Gary HOWLETT	8	8:53.543	1:01.855	3
29	66	MZ	10	Graeme LEWIS	7	8:06.178	1:04.111	3
30	52	MZ	11	Tony PARKER	7	8:18.987	1:05.482	7
31	38	MZ	12	Chris PETTET	7	8:22.973	1:05.523	2
32	74	MZ_R	3	Kevin LANE	7	8:44.184	1:09.162	6
								1ST MZ
DNF	161	S		Aleisha LAYTON	8	7:37.067	55.348	5
DNF	123	S		Mark GALLAGHER	8	7:40.176	56.041	3
DNF	75	MZ		Peter WOODALL	3	3:28.636	58.484	2



Gary Williams



Carl Cripps

Brands reunion just felt really good. Simples. Not complex, just simples. You don't realise how many friends you have until the mad busy complex world is blocked out, and it's just about us, in our MZ gypsy family 'house'. [Ed. except Gary Howlett].

It was great to look over Gary's head to see Simon Finch return to the paddock after a year of broken bones from various flying falling and landing follies, but bugger me he decided to take a lie down on Graham Hill on Friday practice and broke his clavicle [Auth. Collar Bone to the rest of us, he can't help being eddycated]. Jo, Simon's carer, was absent that day.... You can't take your eyes of the kids for a minute!

But at least everything was in its place in the MZ paddock once again, Howlett Hilarity, Simon lying down, Ryan's calm psycho fatherly guidance, the Smiling Plumber taking it easy, Tony like a bee flying all over the place pollinating MZs so they splutter into life, and all the rest of you, well, just being you.

A dark cloud cannot be ignored however. Some Shitesters walked into our 'house' and stole from Spike and his lady, and from our good Chairman. Like pick pockets on the tube, they know racers pattern and know our minds are on racing and not security....they know we move as a pack.... after all we are in 'our MZ house' enjoying the party with our MZ family. Reality is the world's a rainbow, Don't give the thieving Wykoony Tankers a chance.

so lock your vans when you leave them to go visit or go racing and secure the key some place.

NEW FACES - paddock is growing, and to my delight (I think) they are fast fekkers, as they say in Ireland. Over the weekend Harry Lamacraft had 8,7,6,5 placing in that order, double team points for our team 'Birds Eye View', hehe.... watch out at the front, there is a Grin attached to lanky fella coming your way soon.

Carl Cripps is not quite new but finding more pace, so it's really lit up the top 10 with close racing. I am glad he brought Mr Cripps senior, Adrian, as I found I had my own pit crew,



while Carl was looking all over the place for his Dad.... you have to watch them when they get old, they have a habit of wondering off!!!

Kev Lane fitted in like a bearded vicar in a boarding school for choir boys. I was riding like I had my head checking the inside decoration of my anal passage. After a good start in both Saturday races, I was spat out by Clearways like a second hand curry on a Paddy's Day bender. One race over the weekend Kev came past me on Druids with a bodyguard of 400s, I can't have that, I am not letting a dodgy vicar beat me at Pembrey. Definitely not new, but definitely fast, Mr Rogers is back!!!! ... And back with a bang, after a close battle finishing second to Andy Wales by only 0.413s in race 1, and in race 2 flipped the order, beating Andy by the thickness of a Natts foreskin to take first place by 0.173s!

My very ex-team mate, (divorce court proceedings are still on-going after he dumped me for a younger model), Chris Kent had also been at the go go juice over the winter and found his mojo



Kev and Graeme

yardcraft

RACE 2

POS	NO	CL	PIC	NAME	LAPS	TIME	BEST	ON
1	2	M	1	Andrew GILL	7	6:20.065	53.100	5
2	15	M	2	Nick SMITH	7	6:20.473	53.105	6
3	191	M	3	Craig DANCE	7	6:25.096	53.655	4
4	25	M	4	Haydon SMITH	7	6:28.094	54.124	7
5	65	M	5	Andrew MOXON	7	6:32.571	54.956	6
6	58	M	6	James ROBINSON	7	6:34.947	55.129	3
7	12	S	1	Kade WATT	7	6:38.056	55.200	7
8	115	M	7	Jake DONKERSLEY	7	6:42.896	56.130	4
9	67	M	8	Simon HARVEY	7	6:45.104	56.719	4
10	171	M	9	Dan HANBY	7	6:51.554	56.187	7
11	17	S	2	Freddie BATE	7	6:52.680	57.274	5
12	47	S	3	Adam CARSON	7	6:57.736	58.039	6
13	45	M	10	Marley MACKENZIE	7	6:58.852	57.668	5
14	50	R	1	Jay YELDHAM	7	6:59.006	58.055	3
15	0	M	11	Sam ATKINSON	7	7:13.842	1:00.367	7
16	55	M	12	Magnus MANSON-CHUBB	7	7:14.283	1:00.080	5
17	95	MZ	1	Christopher ROGERS	6	6:23.740	58.453	5
18	85	MZ	2	Andrew WALES	6	6:23.913	58.394	6
19	1	MZ	3	Alexander MANN	6	6:24.815	58.910	3
20	96	MZ	4	Chris KENT	6	6:25.172	58.847	4
21	565	MZ	5	Louis KERSHAW	6	6:27.460	59.179	6
22	75	MZ	6	Peter WOODALL	6	6:27.701	58.615	4
23	13	MZ	7	Gordon RYAN	6	6:35.148	1:00.485	5
24	37	MZ_R	1	Harry LAMACRAFT	6	6:35.305	1:00.476	5
25	11	MZ_R	2	Carl CRIPPS	6	6:35.390	59.900	6
26	32	MZ	8	John ASHMEAD	6	6:35.526	1:00.117	6
27	41	MZ	9	Gary WILLIAMS	6	6:51.642	1:03.168	4
28	9	MZ	10	Gary HOWLETT	6	6:51.997	1:02.641	2
29	66	MZ	11	Graeme LEWIS	6	7:02.202	1:04.610	2
30	38	MZ	12	Chris PETTET	6	7:02.675	1:04.604	2
31	52	MZ	13	Tony PARKER	6	7:07.864	1:05.237	5
32	74	MZ_R	3	Kevin LANE	5	6:25.188	1:09.980	3

1ST MZ

AMY

Chris Pettet and Tony Spike Parker



John Ashmead and Harry Lamcraft

Bp

→ while wondering far off places on little bikes, and it seems so did our Chatman, Rocket Ryan. Mr Ashmead junior has found some more power tucked away in his back pocket, and was right there in the mix. Well Done all, including all those not mentioned, I can't see much from where my head is right now!

The front pack are having a ball it seems. With the new flavoured gin in the tonic, 2024 season is looking like it may be a cracker. Chris P, Spike, Kev and me brought up the rear. Sadly for me there was not much 'racing' as I was unaware Chris P and later Kev the vicar and maybe Spike too were close behind, until that is the Vicar flashed his cassock at Druid's, but we all completed the day without spills.

400s and MZs - Initially the mood seemed to be 'it would work', they seems courteous in first race to most, faster than Blue Haze in corners, and quick down straights, occasionally helping me clear my back passage but with safe fast passing. But as the weekend progressed so the mood changed. Simon I think may have been the first victim, I was super close in same place exactly with same 'squirt cut and brake' down Graham Hill by a not so well meaning 400. At Pembrey we are with a group with more similar lap times, but a mix of old heads and teen-eager-beavers means there is an unknown, but we need to make it work, as there are few options left for MZ in BEMSEE. (Since Brands this has been accepted and is changing, we are with the Ninjers from now)

FUTURE OF MZ. Safest racing for us is at BEMSEE, best medical, best Marshall's, best organisation.

We have been working hard to get new riders and Harry and Kev as well as Carl have joined recently. I have 3 riders booked in for MZ Experience all want to race, by the time you read this we will have only Snett second visit and Brands second visit to fill, so PLEASE ask a friend, or three, old men or women who want a last dance before the commode is their best friend, or young guys/gals coming into racing, and regular midlife crisis wannabes like us. Asking is free!!!

5 more riders will make Mike Dommett's left eye brow twitch

10 more may get is our own grid, then when Simon wants a lie down in the middle of the race he will have to do it with a Z'er.

Let's get our own BEMSEE grid again.

Only we can do that, we are the people who must make the phone calls, post on social media and get 30 riders regularly.

Like any Sales it's a numbers game, 20 of us ask 3 people, that's 60 targeted possibilities, if they share to 3 each, that's 180 targeted possibilities, if they do 3 it's 540 possibilities, and we need 10.

'It's only impossible until someone does it' - JFK 1966 in the space race with the Soviets, and by 1969 he had proven the impossible and landed on the moon. Make a call, make three.

Graeme



Taff leading Gordon, Chris Rogers and Louis in to Druids

Yamaha

RACE 1

POS	NO	CL	PIC	NAME	LAPS	TIME	BEST	ON
1	191	M	1	Craig DANCE	12	11:53.226	57.325	11
2	2	M	2	Andrew GILL	12	11:53.281	57.707	8
3	15	M	3	Nick SMITH	12	12:11.382	59.576	4
4	25	M	4	Haydon SMITH	12	12:18.526	1:00.352	11
5	67	M	5	Simon HARVEY	12	12:24.740	1:00.509	12
6	90	S	1	Steve RAPA	12	12:29.567	59.950	10
7	58	M	6	James ROBINSON	12	12:31.063	1:00.663	2
8	47	S	2	Adam CARSON	12	12:45.106	1:00.745	11
9	55	M	7	Magnus MANSON-CHUBB	12	12:53.291	1:01.491	9
10	115	M	8	Jake DONKERSLEY	12	12:54.046	1:01.541	9
11	123	S	3	Mark GALLAGHER	12	12:55.572	1:03.159	12
12	12	S	4	Kade WATT	11	11:55.592	1:02.638	10
13	0	M	9	Sam ATKINSON	11	12:05.609	1:03.855	11
14	45	M	10	Marley MACKENZIE	11	12:13.116	1:03.555	11
15	85	MZ	1	Andrew WALES	11	12:13.406	1:03.595	5
16	65	M	11	Andrew MOXON	11	12:30.266	1:06.666	5
17	96	MZ	2	Chris KENT	11	12:31.303	1:04.121	11
18	95	MZ	3	Christopher ROGERS	11	12:32.979	1:04.772	5
19	13	MZ	4	Gordon RYAN	11	12:36.429	1:04.655	11
20	161	S	5	Aleisha LAYTON	11	12:37.901	1:06.774	11
21	565*	MZ	5	Louis KERSHAW	11	12:46.617	1:05.304	9
22	37	MZ_R	1	Harry LAMACRAFT	11	12:48.889	1:06.839	10
23	11	MZ_R	2	Carl CRIPPS	10	11:57.991	1:07.139	6
24	32	MZ	6	John ASHMEAD	10	11:58.272	1:08.045	10
25	9	MZ	7	Gary HOWLETT	10	11:59.567	1:07.508	10
26	1	MZ	8	Alexander MANN	10	12:42.853	1:12.437	10
27	74	MZ_R	3	Kevin LANE	10	12:52.778	1:13.700	8
28	66	MZ	9	Graeme LEWIS	10	12:55.932	1:14.104	4
								1ST MZ
DNF	17	S		Freddie BATE	9	9:40.473	1:01.457	7
DNF	75	MZ		Peter WOODALL	6	7:20.307	1:07.677	3
DNF	171	M		Dan HANBY	5	5:12.195	59.875	4



The sound of rain rattles upon the definitely-not-a-camper van roof as I awake from an evening of much merriment. As the forecast predicted, it was to be a properly wet Sunday morning. I had spun a good few laps on the testday in the wet but the thought of doing so in race conditions for what would be the longest race of the meeting did give me nervous thoughts. Thankfully the bike was up to speed needing nothing more than fuel, a swap of wheels and a pat on the tank before heading out.

At this point I must definitely thank teammate Graeme for the loan of his spare wheel spindle after I hamfisted the threads from mine. Also a thank you to Chris (the Kent variety) for the assistance in carb adjustment and generally over the weekend, I've got lots still to learn! Chris (the Pettet variety) for the booklet and helpfulness all weekend. And of course Taff for the instruction over the test day and throughout the weekend, I'll be back for more of that please!

Gridding up 9th, the target for me was to get round smoothly and safely, no heroics needed for a first wet race. One lap later and crossing the line 3rd caused a rather rapid re-evaluation of that target. Taff was in a different league at the front but Chris (the Rogers variety) was still in spray sniffing distance. Thankfully it was not long before Chris (back to the Kent variety) came past to show me how it's done. I did a repass, but merely a minor inconvenience for Chris. Some inevitable overtakers did their bit as I went into get 'er home mode. 2 laps to go though, a parachute of a rain jacket with a rider within it comes by. Louis gets by but not after a few exchanges, ending with me failing to repeat the outbraking maneu-



ver on the outside of paddock hill bend from the lap before. 6th though is something more than I expected and I also got me 6th on the grid for the finale.

Starting higher up meant with a good start, I was among the faster lot and waited for the inevitable passes. Chris (Kent variety once more) did exactly that into Surtees but a dropped gear meaning exit stage left via the kerbs on the right. I didn't see it at the time but he did come off after a lot of grass tracking. After some settling down, Pete, myself, John and Carl had a bit of a group going on with Pete in strong control at the front with a gap. I had challenges from John and Carl but managed to hold my own, using the low sun's shadows on the main straight to position myself in inconvenient places for potential overtaking candidates. I had to work for it, but I did manage to eventually get onto and pass Pete, perhaps helped by some 400's



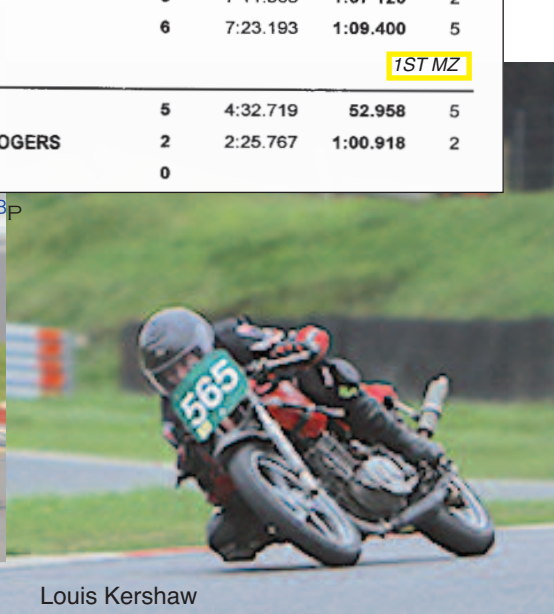
505cc

RACE 2

POS	NO	CL	PIC	NAME	LAPS	TIME	BEST	ON
1	2	M	1	Andrew GILL	7	6:20.094	53.001	4
2	191	M	2	Craig DANCE	7	6:24.522	53.609	3
3	25	M	3	Haydon SMITH	7	6:33.995	54.811	3
4	58	M	4	James ROBINSON	7	6:34.280	55.001	2
5	65	M	5	Andrew MOXON	7	6:42.587	55.425	6
6	90	S	1	Steve RAPA	7	6:42.882	56.193	3
7	17	S	2	Freddie BATE	7	6:43.162	55.890	3
8	115	M	6	Jake DONKERSLEY	7	6:43.250	55.295	6
9	12	S	3	Kade WATT	7	6:43.745	55.678	4
10	67	M	7	Simon HARVEY	7	6:44.414	55.663	6
11	123	S	4	Mark GALLAGHER	7	6:46.732	56.060	3
12	45	M	8	Marley MACKENZIE	7	6:56.342	57.592	7
13	47	S	5	Adam CARSON	7	6:58.914	58.044	7
14	55	M	9	Magnus MANSON-CHUBB	7	7:03.121	58.625	3
15	0	M	10	Sam ATKINSON	7	7:20.954	1:01.335	6
16	85	MZ	1	Andrew WALES	6	6:21.755	58.901	5
17	565*	MZ	2	Louis KERSHAW	6	6:21.871	58.960	5
18	1	MZ	3	Alexander MANN	6	6:26.797	59.749	4
19	13	MZ	4	Gordon RYAN	6	6:27.201	59.936	3
20	37	MZ_R	1	Harry LAMACRAFT	6	6:35.403	1:00.900	5
21	75	MZ	5	Peter WOODALL	6	6:35.745	1:00.544	3
22	11	MZ_R	2	Carl CRIPPS	6	6:35.832	1:00.925	5
23	32	MZ	6	John ASHMEAD	6	6:37.323	1:01.744	5
24	9	MZ	7	Gary HOWLETT	6	6:46.269	1:03.060	4
25	66	MZ	8	Graeme LEWIS	6	7:04.001	1:05.902	4
26	52	MZ	9	Tony PARKER	6	7:09.727	1:05.985	6
27	38	MZ	10	Chris PETTET	6	7:11.565	1:07.120	2
28	74	MZ_R	3	Kevin LANE	6	7:23.193	1:09.400	5
1ST MZ								
DNF	15	M		Nick SMITH	5	4:32.719	52.958	5
DNF	95	MZ		Christopher ROGERS	2	2:25.767	1:00.918	2
DNF	96	MZ		Chris KENT	0			



Alex Mann



Louis Kershaw

→ disturbing things. With the addition of Chris (Rogers variety again) retiring early for chain issues, I managed a 5th, thus completing what I'm christening the Steps set of results for the weekend, 5, 6, 7, 8 (one for the 90s kids out there).

Much learnt on and off the track. All far too much to summarise into a simple conclusion, but I don't think I could have realistically thought of a better weekend's results to start my racing.

Anyway, with the racing all done, time to remember, how did I fit all this kit fit in the Berlingo?

Harry

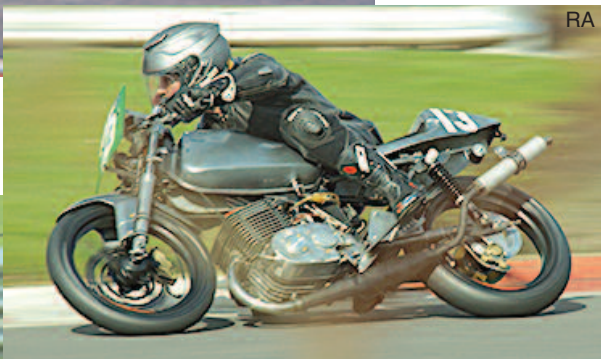


A triumph (ed)



Bp

Pete Woodall
and Carl Cripps
into Druids



RA

Gordon Ryan



RA

Tony Spike Parker



Alex leading Taff, Chris Rogers and Chris Kent

B_P

MZ Experience in 2024

Operated by

contact
Graeme Lewis
07384 241314



Chris Pettet



Gary Howlett



100 CLUB

Please give the 100 Club your support
Its run by Henry and Sue.
£60 to Taff
and £60 to the club
funds.

*collection as always by
Henry*





Rider of The Meeting
Chris Rogers



**100
CLUB**
Winner

Andy Taff Wales



BMZRC Interservice Cup standings

Operated By **Chris Pettet**



For the opening round of the 2024 Interservice cup four brave souls volunteered to tackle the potentially Arctic conditions of Brands Hatch, Gordon, Graeme Spike and myself all took the gamble to give ourselves a bit of breathing room in the championship before more tropical conditions later in the year bought out the Zulu hordes.

After a fairly quiet Friday test qualifying Saturday saw Gordon set a fairly emphatic fastest lap, six seconds better than Tony who had just two tenths advantage over Graeme, my clutch failed after two corners so no time set but probably didn't affect the results by much.

Race one saw Gordon do his traditional disappear into the distance routine although he did not have it all his own way with a brace of non cup riders fighting tooth and nail with him for possession of the same bit of tarmac eventually finishing seventh place overall. Further back Graeme got the jump on Spike and myself and kept a comfortable gap to the end, I managed to pass Spike on the second lap and thought I may have broken clear but with two laps left he came back past me to take third.

Race two was a belter, Gordon once again got a good start but found himself again entangled in a dogfight this time with three friends to play with after a race long duel a good pass on the last lap to head the bunch gave him his second seventh place of the day. Towards the back of the field Graeme managed to pull about seventh tenths ahead on the first lap after which I was able to match his pace but without making any real inroads crossed the line still half a second behind, Tony had an issue off the line and lost several seconds on the first lap effectively wrecking his race but came home for a comfortable fourth.

Race three Sunday morning was proper wet, myself and Tony decided that we were each carrying enough injuries so sat it out. Out on track Gordon once again proved to be the rain master taking a very comfortable fourth place overall, Graeme further back just played safe knowing he had to catch a plane the next morning and picked up decent points in the process.

The final race was more of a sprint with laps reduced due to stoppages, Gordon after his success in the wet was after more and was in second after the first lap, on lap three he got overtaken by a rider and lost another place on the fifth lap to finish fourth overall. In our little midpack battle

Graeme had a second a lap in his back pocket and used it to put space between us. Tony had another poor start once again losing a couple of seconds then matching my lap times but not closing the gap, then on lap four as I tipped into the left hander at Surtees I found one of our new 400 friends already there and had to sit up a fraction, this sent me slightly wide and put me on the grass on the inside at McLaren forcing me to roll off until my wheels were back on the tarmac. Tony took full advantage of the time I lost and the disruption to my rhythm and passed me going into paddock on the last lap a potential overtake at Graham Hill came to nothing so Tony took third.

That was a good start to the year with some close racing, Gordon by taking maximum points has shown his hand and looks good for the season with an overall race win by no means out of the question although there are several other riders who obviously have the same goal.

The first points table looks like this

1st Gordon	17pts
2nd Graeme	12
3rd Tony	5
4th Chris P	4



LORD OF LYDDEN

October 2023



One, two and Three

After our last race on Sunday, Taff, Spike and Leila were presented with their awards achieved at the Lord of Lydden meeting held last October. Fantastic.

Keep it in mind for this year

LH LyddenHill

LHMC
LYDDEN HILL MOTORSPORT CLUB

**THE LORD OF
LYDDEN
AND SIDECAR BURN UP**

19-20 OCTOBER 2024

The Zed plus Kev's Ninja **Andy Wales**

Round 1 of my 15th season was fairly successful With the very generous loan from Kevin Sabbarton of his ninja I double classed with the trusty MZ which despite being similar power are two very different machines. With slow progress on the ninja being very methodical and not trying to run before I could walk Saturday was 5th in class race 1, 4th in race 2 with improving lap times and setup. Sunday morning was very wet and given the ninja runs the same wet tyres as the mz I had more experience/ confidence than most around me which led you to a 3rd in class and further up overall, the racing with both the seniors (my class) and the juniors was fun and fiercely contested. Race 4 was a drying track but again on wets, with this and growing confidence in the bike times were dropping fast and meant a close race for second in class losing out by 1 second to the line finishing 3rd. I can't thank Kev enough for the loan/prep and running of the bike all weekend. With some help from Gary Williams

The MZ racing was as always a lot of fun with close multi bike racing at the front and through the field.

Race 1 1st after a close battle with Chris Rogers 2nd and Alex Mann 3rd

Race 2 2nd behind Chris Rogers 1st, Alex mann 3rd, again very close battle including Chris Kent who was 4th but anyone could have won it.

Race 3 wet race was possibly one of the best / hardest wins I have ever had winning by 18seconds leading from turn 2 for 12 laps.

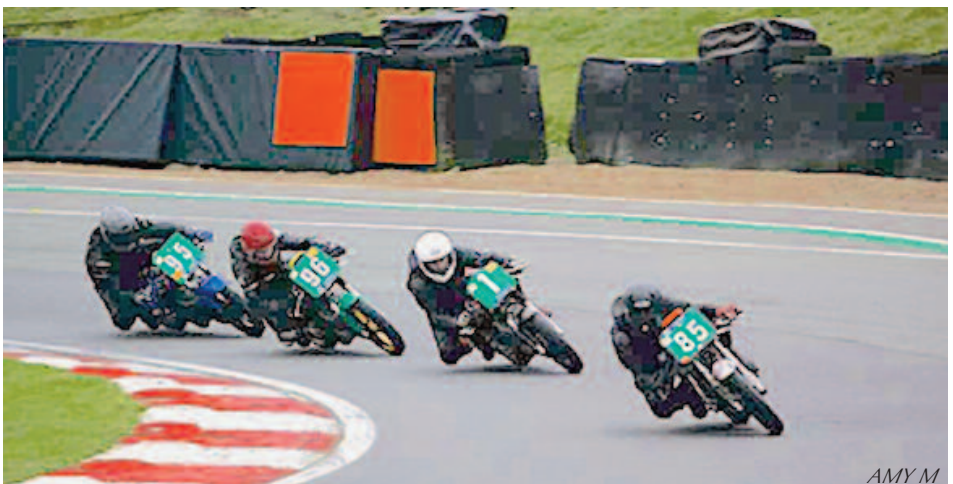
Race 4 was again a close fight winning but only just after battling with the ever improving Louis Ker-shaw and good to see Gordon Ryan in the mix battling with Alex Mann for 3rd.

*Thanks also to Ma and Pa as always, and John Ashmead for loan of carb...
As weekends racing goes that was a busy one but I loved it.*



Roll on Pembrey.

Taff



AMY M



Chains Explained

While preparing a bike for racing I needed a split link which was not in the box of bits the bike came with. Chain looked almost new, so I found a split link of the size of the bigger MZ chains, 420, and was surprised it would not fit..... The pins on the split link were too short???

That made me do a bit of research about chains to understand them a bit more, and I share what I found out below.



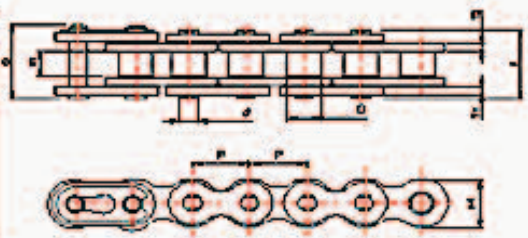
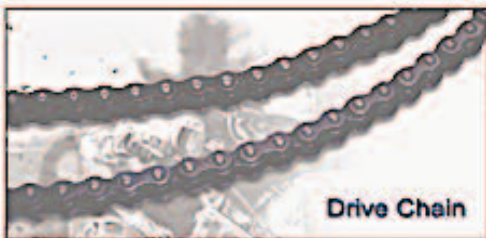
Size

Size DOES matter, dont believe anyone who says it doesn't, they are either being nice so not to hurt your feelings or trying to sell you something that will not fit.

Most of the MZ paddock use 415 chains, some bikes may have 420, it turns out the newish looking chain that came in the box of spares was a 428. So what do these numbers mean.

First number is the pitch between the roller pins, the second number is the width, but it would be too easy for these to be some kind of metric measurement or a code. Who would have thought that chain sizes are still sold in Imperial measurements, not only that, they are measured in multiples of $\frac{1}{8}$ of an inch. So...

- 530 chain would be 5 x 1/8th pitch and 3 x 1/8th width
- 520 chain would be 5 x 1/8th pitch and 2 x 1/8th width
- 428 chain would be 4 x 1/8th pitch and 2.8 x 1/8th width
- 420 chain would be 4 x 1/8th pitch and 2 x 1/8th width
- 415 chain would be 4 x 1/8th pitch and 1.5 x 1/8th width



KMC MOTORCYCLE CHAIN SPECIFICATION CHART

Model	Pitch	Roller link Width(Min)	Roller Dia(Max)	Pin Link Plate Thickness	Roller Link Plate Thickness	Roller Link Plate Height(Max)	Pin Dia (Max)	Over-All Width Riv (Max)	Over-All Width Con(Max)	Tensile Strength Min
symbol	P	W	D	T1	T2	H	d	F	G	
unit	mm	mm	mm	mm	mm	mm	mm	mm	mm	kgf
415H	12.7	4.7	7.77	1.5	1.5	12	3.97	13.10	14.75	1650
420	12.7	6.25	7.77	1.5	1.5	12	3.97	14.80	16.35	1650
420DX	12.7	6.25	7.77	1.5	1.5	12	3.97	15.0	16.75	1800
420H	12.7	6.25	7.77	2.0	2.0	12	3.97	16.9	18.55	1800
428	12.7	7.85	8.5	1.5	1.5	12.35	4.47	16.50	17.85	1800
428H	12.7	7.85	8.5	1.8	1.8	12.2	4.47	17.60	19.05	2000
428HG	12.7	7.85	8.5	2.0	2.0	12.1	4.51	18.90	20.25	2300
520	15.875	6.4	10.16	2.0	2.0	15	5.09	17.20	18.80	2800
530	15.875	9.5	10.16	2.0	2.0	15	5.09	20.30	21.90	2800

Sprockets obviously come in widths to match the chain widths. There needs to be a little side to side play, but not too much. The play should be about about the thickness of one of the chain link side plates, just a couple of mm. If the chain is slopping about on the sprocket side to side then the chain is too wide for that sprocket.

Another thing to be aware of is chains don't 'stretch'. If they did then the rollers would not mesh with the pitch of the teeth on the sprockets. What happens is the rollers and/or pins wear with use, the harsher the environment and load, the faster they wear. Each roller wearing a tiny bit adds up over the length of the chain. When you tension a chain after a period of use, you are actually adjusting the distance between the engine drive sprocket and the back wheel sprocket to take up the 100 or so points of tiny wear.

I can't find any information on why chains have slack and tight spots as they wear. If any one knows pop it on fb. My best guess is that the chain is not wearing perfectly evenly on every roller. With some parts of the chain wearing more than others, as the worn bit runs over the sprocket the wear has less effect than when it is being pulled in a straight line between them. This means there are moments of slack and tight chain, and there may be more than one.

If you think how a chain works, it is not hard to see if the top part is pulling hard, the bottom part will be suffering from slack then tight and slack again, and at speed this can mean it jumps off, especially if going over rough ground or around corners in a race.

Worn sprockets and misalignment of engine drive sprocket and the back wheel sprocket are also things to check for, but this was about chain sizes, so I hope a few people got something out of this.

Graeme

On The Money

Some days you are just on the money
It can feel like you are swimming in honey
Sun is out, birds singing
My little MZ is flat out ringing

In those moments we find true glory
It's not always about the winning story
It's about the feel as you tip her in
Knowing it will bring a huge warm grin

Before the apex you gas her up,
A gurgle, a lurch like an impatient pup
Eyes on target not the grass,
Or there will be a rumble and a grassy-ass

Head well over red and white
Just as she starts to tarmac bite
Then simple comes the drive to push
To pass your buddy with an adrenaline rush

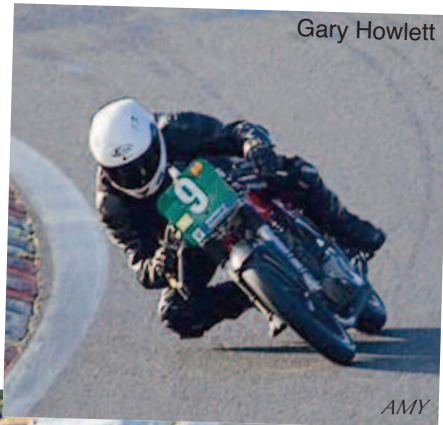
You can not buy a feeling like that,
Only soak it up inside your crash hat
On with the next braking marker
And hope it lasts to the chequer flag starter

But these are the moments you must hold
As not all days see racers so bold
It can be you are just slow
The reason why only fairies know

Today is one of those for me
The way to speed I just can not see
Some days you are just on the money
On others you need to sit and wait to swim
again in honey.

Graeme

Gary Howlett



AMY



Chris Pettet

AMY



Carl Cripps

AMY



AMY

TONY HOLMSHAW



Alex Mann

**NUMBER 1
TUNER**



Gary Howlett

*The man that
keeps most of
the MZ grid
going* (ed)

For a friendly chat or advice on anything racing MZ



PLUS:-

FULL TUNING AND BIKE PREPARATION
SUSPENSION REBUILDS AND MODS
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415 Race chain conversion
CHAIN GUARDS - TWIN FUEL TAPS
EXHAUSTS MADE UP - PARTS SUPPLIED

*and If you need anything for a racing MZ
Have a word with TONY*

See him at the circuit or **TEL: 01354 656 345**

RIDER OF THE MEETING



CHRIS ROGERS