

Smeatharpe 26 April 2025

Welcome to the second outing for the NSA at Smeatharpe.

There was some overnight rain which continued into the morning before finally stopping around 10 am. After a quick session with the cars which helped to shift some of the water it was time for our first session. The track was still pretty wet along the whole strip and, amazingly, afforded virtually no grip, with many people just spinning up and going nowhere! Back to the pits for some hasty tyre pressure adjustments and to wait, along with riders of the more powerful machines, and those with more sense, for a dry line to appear.

Conditions were good for the rest of the day with virtually no wind and even some sun for the 39 riders to enjoy.

The sessions alternated between the bikes and cars and we were entertained by the antics of a huge, late 50's?, American muscle car, a huge beast with chrome intakes through the bonnet which had the turning circle of a supertanker, the driver heaving away on the wheel in an effort to get the car around into the lane. He then backed up to give himself enough room for a short rolling burnout that took him just through the staging lights, but generated so much smoke that the lights stayed on for a second even after he had backed out of stage!

So starting with just the one Junior class.

In 125 GP / 250 4 stroke single unrestricted 13 years, Max Curtis on his CBF 250 took a bit off his class record, (10.65s), with a 10.43s@63.9 mph from Jorja Cleall on her Kawasaki 250, 12.17s@66.5 mph.

In 250cc Racing, Lyndon Davies was the only entry on his RD250, running a best of 9.77s@74.5 mph. Class record holder Stuart Buchanan was running but as a day entry and experimenting with water assisted static burnouts, he wasn't sure it made much difference with a best of 8.43s@82 mph.

Just one entry in 500cc Racing, Kerry Phillips taking the Kawasaki triple to 7.19s@97.3 mph, just outside his class record.

Three entries in 750cc Racing, with Pete Ford having moved up to the Unlimited class, Pete Smith was quickest on his CBR600, despite having to sleep in the car as his van let him down, with a 7.72s@94.9 mph, from Conrad Sinclair-Peek on his 600 Bandit, 8.14s@87.5 mph and Jason Winterson who was still getting the ex Rob Broome XS750 to run to his liking, 8.17s@82.1 mph.

In 1000cc Racing, Paul Houghton on his GSXR 1000 took quite a bit off his previous class record, (6.70s) with a 6.23s@117.3 mph, then it was Paul Hayman on his GSXR 1000, 6.35s@113.7 mph and Libby Curtis, now out of the Junior classes and getting to grips with a GPZ1000, with a best of 8.63s@87.1 mph.

In Unlimited Racing, it was Pete Ford on the blown 750 Suzuki 'Jabberwocky'. He waited for the track to dry before running several 6 second passes, a couple of 6.0s, and finally nailing a cracking 5.91s@120.4 mph for quickest and top speed of the day and a new class record. Although Pete Slater took his 'Busa to a fine 5.77s@131.9 mph, as he was a day entry, unfortunately it doesn't go in the record book.

Next was Simon Havercroft on his Blackjack Suzuki 1000, 6.24s@119.3 mph and Steve Everett on his 1300 'Busa, 6.34s@115.1 mph.

We had an entry in 3 Wheeler, Dave Woodward waited until much later to bring his 1500cc Suzuki

'Superside' outfit out for just the two runs, with a 'lively' best of 7.73s@99.8 mph, and it was great to see my old mate Dave Langley back on his special Yamaha outfit as a day entry. Dave's been unable to compete for a couple of years and was feeling a bit 'rusty'. A slight lack of throttle off the line resulted in a few stalls, leaving him stranded just past the lights. As everything has to be done via the handlebars, it took him a few moments to reset everything and get the bike fired up. Things were much better after lunch and he got plenty of runs in, with a best of 8.75s@87.5 mph.

In Vintage up to 350, times were pretty close, Allen Randle on a Ducati, sadly I have no more details, was quickest, 10.37s@65.3 mph, from Noah Harrison on his BSA/JAP 350, 10.42s@67.2 mph and Doug Kenyon on his Velocette MAC 350, 10.84s@65 mph.

In Vintage Unlimited, Mark Richards on his now rebuilt Triumph T110, even if he did have to go and get the parts himself, it was successful as he beat Richard Morgans previous class record, (8.89s) with a 8.51s@83.83 mph. Then it was Tony Lockwood riding an ex JohnYoung Tri/JAP 500. Clearly some of Johns dna had found its way into the bike as Tony found himself launching in a similar lurid fashion that was a trade mark of Johns style, to a best of 9.21s@76.9 mph.

Another excellent turn out of Scooteristas, in Classic Scooters, Nigel Howard on his Vespa 210 beat his own class record, (8.54s), 8.1s@84.9 mph, then it was Adie Horrocks on a Vespa 150, getting it set up, 8.81s@80.6 mph, Jamie Lawn was next on his Vespa 180, 9.46s@69.4 mph and Stuart McVicker, Lambretta 240, 9.47s@70.7 mph.

On to Open Scooter and quickest was Eric Cope on his Lambretta 249, a machine with possibly the sharpest sounding/noisiest expansion exhaust stinger ever, he took some off his class record, (8.07s), 8.039s@87.8 mph, then it was Paul Gurney, Lambretta 265, 8.5s@81 mph, next was Mike Pacey getting another Rotax 335 powered Lambretta creation sorted, 8.59s@79.2 mph and Shaun Nickells , Lambretta 260, 10.89s@61.3 mph.

In Classic Open up to 1500, Mark Taylor on his well sorted GSX 1229 was quickest, taking quite a chunk off Steve Mundys class record, (7.64s) with a 6.32s@113 mph, Steve was also quicker than his old class record, taking his 'Foale' Z1 to 7.38s@103 mph.

Just a couple of Road bike classes, in 750 Road Bike I got my Triumph 675 to slightly under my class record, (7.38s), 7.31s@98.1 mph, Gill Pacey took her CBR 500 to 9.15s@73.1 mph.

Just one runner in Unlimited Road Bike, Andy Waterson taking his Bandit 1200 to 7.1s@105.1 mph. Apparently the V-Max engine is just waiting for some strong assistance to get it off the dining room table and back into the frame, he's still hopeful it will be out sometime this year.

One interesting bike spotted in the paddock was the mount of John Newson. Apparently originally created sometime in the 70's it began life as a Harley Davidson 750 WLA. However it now sports Matchless ohv heads, Triumph T120 pistons, a Norton gearbox and the whole thing is grafted into a Norton featherbed frame! John has used it on the road but having recently acquired a period 'dusbin' fairing it's now reserved for sprinting etc.

Just as an aside, Tony Davidge was running the big Suzuki as a day entry and I was asking him if there was anything I should be putting in this report, after a bit of thought he said, and I quote, "Just say everything is to big. The engine's to big, the head is to big, the carbs are to big...but the rider is to old and to slow". So make of that what you will!

Just a quick review of the Eliminations, I managed not to go out in the first round for a change. I had a Bye run and, after checking that short of crossing the finish in the wrong lane it was virtually

impossible to mess it up, I duly completed it. In the next round I was up against Paul Gurney. Since last time I had done lots of research about 'reading the lights', and not waiting for the green but leaving on the last amber seemed to be the idea. Last amber and off I go, yep that's a red then! Oh well, next time then. Paul got through to the final against Steve Everett, with Steve taking the win.

Another good days racing!