

Smeatharpe 16 Aug 2025

Welcombe to Smeatharpe! But wait a minute, can this really be the same place? The sun is shining and it's pretty warm with a slightly gusty headwind to keep the temperature bearable, lets make the most of it!

A fairly normal, for these days, turn out of around 30 entries plus half a dozen day entries took to the track for an excellent days racing.

Unfortunately our juniors are getting a bit thin on the ground with just two entries in the 125 GP / 250 4 stroke single unrestricted class.

Max Curtis quickest on his CBF250 with a 10.58s@62.29 mph, from Jorja Cleall on her 250 Kawasaki, 11.33s@63.3 mph.

In 250cc Racing, Stuart Buchanan was the only runner. Having briefly tried a pre run burn out at Manston, Stuart had abandoned the idea on the grounds that it made absolutely no difference to his times and just increased the risk of burning out the clutch. He got his diminutive single 250cc Honda NSR to a best of 8.45s@79.8 mph.

In 500cc Racing, Kerry Phillips was his usual consistent self, running in the low 7s with a best of 7.11s@95.2 mph. Then at the end of his 5th run the bike mysteriously lost power through the finish. A compression test back in the pits showed zero on the middle cylinder. A quick removal of the head revealed, well, nothing untoward, certainly not the melted/holed piston as was feared. Further investigation by poking a screwdriver in through the carb intake manifold showed the single piston ring was now missing, whereabouts unknown! As the engine had still seemed to be running ok maybe it hadn't dropped down into the crank so perhaps it had snapped and just been fired out of the exhaust, but, whatever, sadly that was Kerry's day done pending a full strip down back at base.

In 750cc Racing, Jason Winterson was quickest, getting the Yamaha XS down to 7.71s@87.8 mph. You may recall the chain came off last time out and jammed in the primary case. Luckily it hadn't done any serious damage so Jason was hoping for the best this time but, on his second run, the chain promptly came off again!

This time the problem was identified as the the sprocket side chain adjuster pulling its thread, allowing the rear wheel to twist sideways and the chain to just run off the sprocket. Fellow racers came to lend a hand and with some extra nuts and screws to keep the offending adjuster firmly in place, Jason was able to carry on with his days racing.

Next it was Pete Smith. After the CBR600 disgraced itself at Manston, the problem was not a simple feed to the carbs but an actual failure of the water pump. With a new water pump fitted and the bottom fairing fitted for the first time this season, some unkindly suggesting this was to act as a catch tank, Pete ran a best of 7.88s@92.6 mph.

Then it was Conrad Sinclair-Peek, getting his Bandit 600 to 7.97s@87.4 mph.

In 1000cc Racing, Paul Houghton was quickest, his GSXR1000 running a best of 6.4s@117.3 mph. Next was Libby Curtis, trying a burnout for, I think, the first time on her GPZ1000 and getting a best of 7.66s@93.5 mph.

In Unlimited Racing, Pete Ford was again jumping between two wheels and four, taking his '57 Chevy for an airing down the track and also getting the blown 750cc GSXR to the quickest time of the day, 6.01s@118.6 mph. Then it was Steve Everett on his 'Busa, 6.25s@115.1 mph, Simon Havercroft on his Suzuki 'Blackjack' 1000, 6.44s@120.3 mph for top speed of the day, and Ian Wicks, taking time to do start line duties and getting his ZX9R to 6.8s@104.5 mph.

It was good to see my mate Dave Langley out again on his smart Yamaha 1000 sidecar outfit.

Suffering traction issues all day he got a best of 8.74s@83.7 mph.

In Vintage 350cc, the battle between Noah Harrison on his BSA/JAP 350 and Allen Randall on his Ducati 250 continued unabated. Noah was suffering from clutch issues all day but managed to get it to hold together to run a best of 10.24s@66.1 mph before calling it a day, Allen got a best of 10.34s@65.2 mph.

Doug Kenyon was on his Velocette/MAC 350 and still getting to grips with the gearchange to a best of 12.1s@45 mph.

In Vintage Unlimited, Mark Richards was the sole entry. Taking time during the lunch break to change the carbs on his Triumph T110 650 and was disappointed to find it made no difference whatsoever! Despite this he still managed to beat his own class record, (8.51s), running 8.42s@81.5 mph.

In the Scooter ranks, Nige Howard was quickest in Classic, taking his Vespa 180 to 8.81s@77.6 mph, then it was Stuart McVicker on his Lambretta 244, 9.19s@70.8 mph and Jamie Lawn, riding the Green Light Rent-a-Scooter after his usual bike went sick at Manston, a gudgeon pin circlip having come adrift causing mayhem to piston, barrel and other internals and requiring a full rebuild, running a best of 10.27s@64.4 mph.

In Open Scooter, it was Eric Cope on his 'sharp' Lambretta 252 with his somewhat unorthodox, semi kneeling launch style quickest, 8.13s@85.7 mph, next was Paul Gurney on his Lambretta 265, 8.43s@79.5 mph, Mike Pacey with both handlebars firmly attached and pinned on the Rotax 335 powered Lambretta, 8.58s@77.7 mph and Shaun Nickells on his Lambretta 140, 10.4s@61.9 mph.

In Classic Open up to 1500cc, Mark Taylor continued to improve on his Suzuki 1229, taking some off his class record,(6.32s), with a best of 6.26s@112.2 mph. Steve Mundy was the only other runner, not on the Foale Z1 today but running a ZZR1100 to a best of 7.95s@94.2 mph.

The only Road Bike class today was the 750cc class. Now I know this sounds like 'racers excuse number 137' but I had invested in a new pair of racing gloves and they completely threw my 'feel' for the clutch off. My launches were horrible, the place where the clutch used to bite was now further out somehow so there seemed to be a long pause before I actually got going. Anyway despite abandoning a couple of runs I did manage a best of 7.4s@99.3 mph for quickest in class, followed by Steve Everett on his Ducati 750SS, 8.0s@86.1 mph and Gill Pacey on her CBR500, 9.21s@72.2 mph.

We ran the next round of the eliminations after lunch. Talking of the day entries, a new rider was a young lady, whose name I totally failed to make a note of, on a modern 125 Yamaha 'adventure' style bike who was so taken up with this sprinting lark she signed up for the eliminations almost immediately!

Anyway, round 1 saw me against Stuart McVicker on his scooter, he went first but pulled a red, luckily, as my run was pretty slow. Steve Everett got a Bye(!), Gill Pacey went through after Conrad Sinclair-Peek pulled a red, Nige Howard went through as Kerry Phillips was an obvious no show. Eric Cope broke out but went through because Shaun Nickells went red, both Mike Pacey and Simon Havercroft pulled reds but since Mike went slightly first, Simon went through, Steve Mundy beat Jamie Lawn and the young lady day entry beat Paul Gurney.

The next round saw Gill Pacey breakout, handing the win to Steve 'the Eliminator' Everett, Nige Howard went through after Eric Cope pulled a red, Steve Mundy went through when Simon Havercroft went red and I managed to beat the lady day entry along with a ridiculous reaction time of 0.014s! It should have been a red, those slow acting gloves just keeping me the right side of the beam!

In the Semi, Nige Howard went red, handing the win to Steve Everett, my run against Steve Mundy went horribly wrong, initially I was thrown when his lights started first, I was sure he was quicker than me, so I was holding on waiting for my lights, tried to beat the green, went red and just kind of hopped off the line and immediately stalled. My losing run was a 22.22s! So the final was 'the Eliminator' against Steve Mundy.

Steve Mundy went red and it was Steve Everett taking the win, can anyone catch him?

After the excitement of the eliminations we continued to run until mid afternoon when most people had decided enough was enough, some folk got 10 runs maybe more!

A cracking days racing, what more can you say?!