

Motorcycling with John Savage

Accidents and weather marred Dundrod 150

Accidents and weather marred last Thursday's Dundrod 150 national road races, the prelude to the Ulster Grand Prix.

The main event on the schedule, the Superbike race, was stopped on the second lap, with Guy Martin, on the Relentless TAS Suzuki GSX-R1000, leading by three seconds from Ryan Farquhar on his KMR Kawasaki ZX-10R, Martin's Lincolnshire compatriot Gary Johnson, aboard his East West Honda Fireblade CBR1000RR, and Farquhar's fellow Dungannon man, John Burrows, on his Burrows Engineering Suzuki.

Falkirk flier Keith Amor pulled off the grid after the sighting lap, as he deemed conditions too dangerous to race, while a number of big name riders retired at the completion of the opening lap, including Amor's Honda TT Legends team-mate John McGuinness, antipodean duo Bruce Anstey and Cameron Donald, together with Donald's Wilson Craig Honda team-mate William Dunlop and his younger brother Michael.

The commencement of Ulster Grand Prix practice, which preceded the Dundrod 150 races, was delayed due to rain and mist over parts of the course, and racing eventually got underway two-and-a-half hours behind schedule, and after the Superbike race was abandoned, there was an hour long delay, due to descending mist, before it was decided not to stage the Challenge race.

Astride his Suzuki GSX-R600, Yorkshireman Jamie Coward, son of top Classic Bike racer Paul, won the National race by four seconds, after a race long duel with another newcomer, Czech rider Michal Jiros, on his Yamaha YZF-R6, with another newcomer, Michael Niblett, over 40 seconds back in third on his KS Performance Kawasaki ZX-6R.

Niblett inherited third, after the race was red flagged on the sixth and final lap, after Skerries rider Derek Costello sustained chest and head injuries, when he crashed heavily on the high speed approach to Flow Bog crossroads, just before Quarry Bends, while running third on his 600 Yamaha.

Costello, whose brothers Gareth and Keith are also both road racers, has competed in all this year's Irish National Supersport Championship road races. He was taken to Belfast's Royal Victoria Hospital, and his condition was stable enough for him to be moved from the Intensive Care Unit to a High Dependency Ward last Friday.

The combined Ulster Grand Prix 125cc race [see report on next page] and Supertwins National race was stopped on the third lap, following a crash at Tournagrough in which the rider involved was fortunately not seriously injured.

For the first time, Ryan Farquhar lost a Supertwins race on Irish tarmac, when he was edged out by half-a-second by Wayne Hamilton from Armagh.

The pair went head to head, with Farquhar fractionally leading at the end of the opening lap, but at the completion of the second lap, astride his Emerald Road Racing Kawasaki ER650, Hamilton led Farquhar's KMR Kawasaki by 0.656 of a second, and that was enough to give him his first win.

With Dungannon man John Burrows third on his

KBM Kawasaki, Dundrod debutant, Ballyclare's former British National Junior Superstock 600 champion Jamie Hamilton, finished fourth on one of Farquhar's KMR Kawasakis, while Ballymoney man Adrian Archibald brought the third KMR Kawasaki home sixth, behind Michael Sweeney from Skerries on his Sweetman/Kiely Suzuki SV650.

Kawasaki mounted Andy Farrell won the Supersport 400 race, which was staged concurrently with the 125cc and Supertwins classes.

Making a welcome return to Dundrod after he sustained life threatening injuries at the Manx Grand Prix nearly a year ago, Ollie Linsdell cakewalked the five laps Classic Bike race to win by 51 seconds on his 500cc Royal Enfield Bullet, to record the marque's first Dundrod success since 1925.

There was a terrific scrap for the lower leaderboard positions, at the conclusion of which Mark McGaw sprinted his 850cc Seeley Weslake under the chequered linen to secure second, a tenth of a second ahead of Paul Coward, father of National race victor Jamie, on his 500cc Honda.

Results

125cc Ulster Grand Prix: 1, I. Lougher (Honda) 100.95mph; 2, P. Robinson (Aprilia); 3, S. Dunlop (Honda); 4, N. Moore (Honda); 5, W. Cowden (Honda); 6, P. Wakefield (Honda); 7, J. Cooke (Honda); 8, J. Shaw (Honda); 9, J. Sands (Honda); 10, M. Chatterton (Honda). Fastest lap: Robinson 103.61mph.

650cc Supertwins: 1, W. Hamilton (Kawasaki) 109.09mph; 2, R. Farquhar (Kawasaki); 3, J. Burrows (Kawasaki); 4, J. Hamilton (Kawasaki); 5, M. Sweeney (Suzuki); 6, A. Archibald (Kawasaki); 7, L. Hill (Suzuki); 8, R. McPhee (Suzuki); 9, A. Connor (Suzuki); 10, J. Quinn (Suzuki). Fastest lap: Hamilton 111.45mph.

National: 1, J. Coward (600 Suzuki) 108.49mph; 2, M. Jiros (600 Yamaha); 3, M. Niblett (600 Kawasaki); 4, S. Holz (750 Kawasaki); 5, R. McPhee (600 Yamaha); 6, M. McCullough (600 Yamaha); 7, W. Hara (600 Suzuki); 8, N. Gregory (675 Triumph); 9, T. Korhonen (600 Honda); 10, P. Woodside (750 Suzuki). Fastest lap: Coward 111.44mph.

Supersport 400: 1, A. Farrell (Kawasaki) 98.06mph; 2, J. McCann (Yamaha); 3, P. Maguire (Kawasaki); 4, W. Hall (Honda); 5, J. Ward (Yamaha); 6, R. Patton (Kawasaki). Fastest lap: McCann 99.22mph.

Classic: 1, O. Linsdell (500 Royal Enfield) 96.52mph; 2, M. McGaw (500 Seeley Weslake); 3, P. Coward (500 Honda); 4, A. Brew (500 Seeley Matchless); 5, D. Morgan (500 Honda); 6, P. Wakefield (250 Suzuki); 7, S. Elliott (350 Honda); 8, K. Strowger (250 Suzuki); 9, G. McMullan (250 Suzuki); 10, S. Linsdell (500 Norton). Fastest lap: O. Linsdell 98.30mph.

Moto 450: 1, P. Owen (Yamaha) 94.44mph; 2, D. Gilpin (Honda). Record lap: Owen 96.22mph.

Solid weekend for Crockard in Scotland

Ards moto cross ace Gordon Crockard had a solid weekend in the latest instalment of the British MX1 Championship, at Duns in Scotland on Sunday.

The former double world championship grands prix victor and multi-British, Irish and Ulster champion has been hampered by injury for much of the season, but attracted praise from his team manager for his latest performances.

'Crockstar' qualified 11th and turned a pair of good starts into sixth and ninth place finishes in the first two motos, before a pile up in the final race forced Gordon to retire his Relentless TAS Suzuki with twisted forks in the yokes.

Crockard reflected: "Overall, things felt pretty good and as the track dried out the conditions improved. My starts were much better and the first race was positive, despite riding a lonely race to sixth. Another good start in race two buoyed me on a little, but I couldn't quite find my rhythm in that and then, of course, the crash in the final race ended any hope of a good overall result."

He concluded: "Not a bad day though, and at least I feel like I've made progress on my starts, which have been my main issue this season."

Team manager Adam Lyons commented: "It was one of those days where the results don't tell the full story. Gordon rode with the experience, like only he can. The

conditions were tricky early on, but he got good starts and looked promising. The last race crash was just unfortunate."



Gordon Crockard in action in Scotland on Sunday.

Jamison takes title leads to Mondello

Ardsman Kirk Jamison continues his pursuit of three titles, when the Irish Superbike Championship and the Adelaide Mondello Masters series resume at Mondello Park this weekend.

The Greaybby rider leads the Irish Superbike Championship by 35 points, tops the Irish Superstock Championship standings by a whopping 90 points and enjoys a 23 points lead in the Mondello Masters series.

Jamison had problems with his Jim Angus Contracts BMW S1000RR last time out in the ISB Championships at Kirkistown on July 13, when he was hampered by what he describes as 'disastrous starts', following which a problem with the clutch was diagnosed and that has been rectified.

Looking ahead to this



Kirk Jamison continues his pursuit of three championship titles at Mondello Park this weekend. Philip Campbell

weekend, Kirk said: "David Haire has come good and looks like he will now be my main opposition in the Irish Superbikes, but when the bike is right I know I can win on it, so I am confident enough for the run in."

In the past the Co Kildare track has never been kind to Jamison, but he pointed out: "I have been going quite well at Mondello so far this year, with two wins in two

visits, so I am happy that I can come away from this weekend in a good position. After that we have two rounds at my favourite circuit, Bishops court, and one more at Mondello, so fingers crossed I can finally wrap this up."

There is a full Irish Short Circuit Championship programme at Mondello, with practice and qualifying on Saturday, followed by the first races

in each class, and a full schedule of racing on Sunday, and the event has attracted entries from Australian Cameron Donald on his Wilson Craig Hondas; British Supersport Championship front-runner Jack Kennedy; and Ballinamallard youngster Josh Elliott, who makes a rare home appearance, as he takes a break from contesting the European Superstock 600 Championship.

Hailwood items to be auctioned at Ards Show

Former Isle of Man, North West 200 and Ulster Grand Prix winner Steven Cull will be the special guest, when Regent Street Methodist Church Motorcycle Show returns to Newtownards this weekend, after a one year absence.

During his illustrious career, in addition to a string of Irish and Ulster Championship titles, Bangor man Cull scored a brace of Isle of Man TT victories, held the outright lap record for the 37.73 miles Snaefell Mountain Course, and had the distinction of pocketing a hat-trick of North West 200 victories on one day, including a memorable race in which he fell at York Corner and remounted his 500cc Francis Neill Honda to catch and beat the legendary Joey Dunlop.

Steven, who recorded a total of five wins at the North West 200, will be Guest of Honour at the two day show on its opening night (tomorrow Friday).

The main theme of the show will be '50 Years of Honda'.

Organiser Connor Cunningham explained: "We will have models from 1962 to the present day, and we will be endeavouring to highlight the technological progress and innovation shown by Honda over the last half century."

"In this respect, we have been greatly assisted by private owners and collectors and by Belfast Honda, who have been wonderful in the help which they have readily offered."

Connor continued: "A sub-theme which I have adopted this year is 'Mods and Rockers'. I have attempted to recreate the inside of the recently re-

opened Ace Cafe on London's North Road, as it was in the 1960's, so hopefully this will evoke some nostalgia in a few folk of a certain age. There will be cafe racers, scooters and mods and rockers memorabilia."

Other marques will, of course, be represented at the show, with classic, modern, road, race, supermoto and streetfighter bikes, including a number of unique and special machines.

Look out for the 1938 Brough Superior SS100, which was branded as 'The Rolls Royce of Motorcycles' in George Brough's sales brochure at the time.

The show will open tomorrow night from 7-10pm, during which there will be an auction of motorcycle and road

race memorabilia, while on Saturday, the show will open from 9am-5pm.

Auction items include a 1977 Mike Hailwood replica helmet, signed by the great man himself; a framed autographed photo of Mike on the Ducati at Ballacraige en route to his final, famous Isle of Man TT victory; a framed autographed photo of Carl Fogarty on an Appleby Glade Honda CBR600 exiting Governor's Dip; and a framed print of Joey and Robert Dunlop on their Honda RC30 and Norton respectively, at Ballysally Roundabout, during the 1991 North West 200, signed by artist Steven Doig.

Admission on both days will be £5, which includes free tea or coffee, and hot and cold refreshments will also be available.

Road racing returns to Cork

Road racing returns to Cork this weekend with the Munster 100, which was revived last year in the town of Dunmanway, where the 1.8 mile circuit ran through the town.

The Munster 100 has had a long and chequered history, since the first motorcycle race held in Cork in 1940, on a 1.5 mile circuit, near Cork city centre.

Due to World War II and petrol shortages, racing did not return to Munster until 1947, when the Munster Motorcycle and Car Club ran the MCUT's 25-mile championship on a 3.5 mile segment of the pre-war Cork Grand Prix car circuit at Carrigrohane.

The greatest years of the old Munster 100 were from 1950-'55, when the race was staged on the six miles Carrigrohane circuit, where racing ended in 1955, after which the Munster 100 was dormant for over 20 years.

In 1976, the race was revived as a short circuit event at Mondello Park, and Joey Dunlop won the main race of the day and again the following year in Kinsale, where it remained until 1985 before moving to Clonakilty in 1989 and 1992.

After the success of last year's event, the organisers have relocated to a new three mile circuit just outside the town of Timoleague.