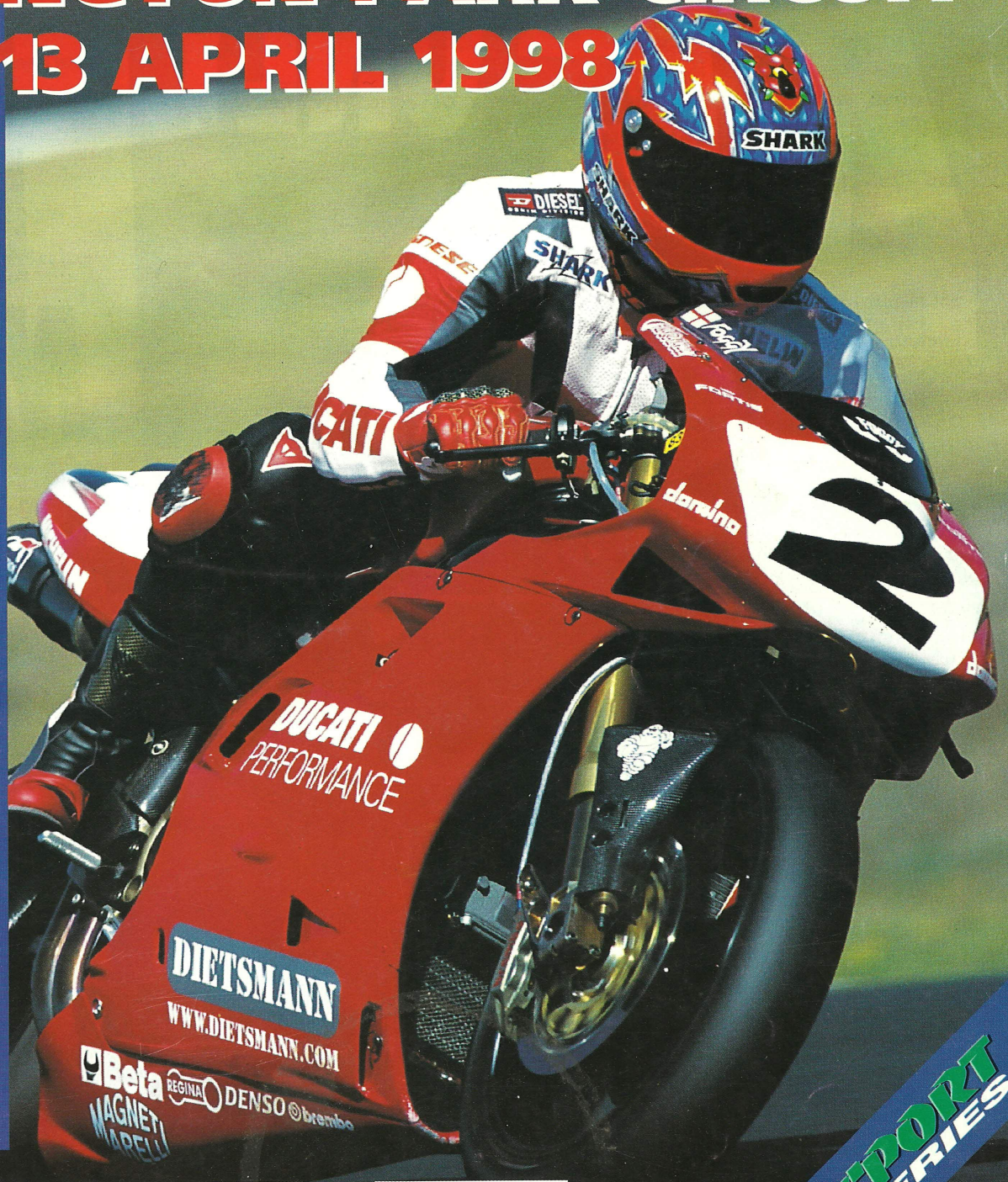
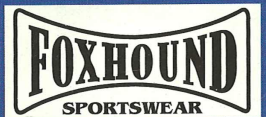
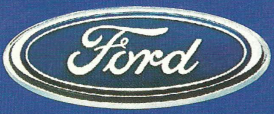


S3K SUPERBIKE

WORLD CHAMPIONSHIP

 **GREAT BRITAIN ROUND**
DONINGTON PARK CIRCUIT
11-12-13 APRIL 1998



THE People



Official Programme **£5**

SUPERSPORT
WORLD SERIES
Corona Extra

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THE People

Britain's round of the

S3K SUPERBIKE WORLD CHAMPIONSHIP

APRIL 11-12-13, 1998

DONINGTON PARK

WELCOME

A warm welcome to this super race meeting from Britain's brightest, sportiest and newsiest Sunday newspaper.

The Sunday People is first with all of the breaking sports and news stories – and there is none bigger in the motorcycle sporting world than Carl Fogarty battling for Superbike glory.

Carl is a folk hero ... legendary battling performances saw a man who, in the early days, put his money where his mouth is, and claw his way into the premier league.

Foggy is the tops now – just like your weekly copy of the Sunday People.

Sport is a key element every week for the Sunday People – a top team of journalists and photographers repeatedly bring our readers the quality coverage they have come to expect.

Look through the Sunday People every week and you will find a newspaper prepared to tackle the big issues and expose wrong. We have a responsibility to our readers to give them the truth.

And, to the tens of thousands of spectators here this weekend, that is exactly what you can expect from the riders out there in The Sunday People backed British round of the World Superbike Championship. Foggy will be giving everything, and a bit more, to make sure that he maintains his advantage at the top. And you can be sure that so will every other rider on the grid!

We wish Carl, and every other competitor, a safe ride and you, the spectators, a really enjoyable day out.

But remember, no matter who takes the chequered flag first today the No. 1 choice for news and sport is always the Sunday People.

Ed Barry

Sports Editor

The PEOPLE

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Additional photography
by Clive Challinor,
Double Red and
Kyoichi Nakamura

Welcome to the Motor Cycle News-supported World Superbike championship here at Britain's favourite biking circuit, Donington Park.

As the world's No 1 motor cycle publication, MCN is proud and delighted to be associated with the most exciting event in the British circuit racing calendar, an event that's a real festival of motor cycling.

And to have everyone's favourite Brit Carl Fogarty leading the championship is a massive bonus. Carl loves riding here at Donington and he's told me hearing support from the crowd really does make a difference. Give him – and the rest of the competitors – a huge cheer.

Listening to motor cyclists is not only Fogarty's pleasure, but ours too. We've been taking greater notice than ever of what motor cyclists like yourself want to read in MCN. In response to what you've told us, we've made MCN bigger and more colourful than ever before. But we won't just be giving you more quantity this year, we'll be giving you more quality as well.

In our expanded road bike section we'll be serving up our most technically in-depth and widest-ranging road tests ever, including punishing long-term evaluations, running a series of monster used bike tests for those seeking biking thrills on a tight budget, giving you the best ideas for things to do and places to go. Combined with unbeatable scoop stories about all the latest hush-hush models coming your way and the big issues that affect YOU as a motor cyclist, MCN keeps you on the right road.

In our world-leading sports section you'll find more about the technical innovations in top-flight racing that'll be



Adam Duckworth

Editor

Motor Cycle News
20-22 Station Road
Kettering, Northants NN15 7HH

shaping tomorrow's generation of road bikes plus the emotion-packed stories of human endeavour. All this plus MCN's regular dazzling formula of behind-the-scenes insight, on-the-pace news, up-to-date results and great extras like fantasy road racing.

If you're in the market for a new or used bike or biking gear there's only one place to go – MCN Bikemart, which is today bigger than it has ever been. Thousands of machines for sale every week plus stacks of information about services, jobs, learner training and much, much more. And if you're selling a bike, advertising in Bikemart is the proven route to shifting your machine quickly, thanks to MCN's unequalled weekly readership.

MCN's competitions are still by far the best in the business with kit and bikes to win every week. And we'll be giving away a series of full-colour supplements with

MCN, plus watch out for more special mini-issues of MCN to be given away FREE at this year's major international race meetings, keep spectators bang up to date on the latest qualifying news and pit lane happenings.

At just £1.15 – less than a pint of beer – I believe MCN is the best value read in biking. But don't take my word for it, pick up a copy this week and decide for yourself. If you disagree that MCN is an unbeatable buy, please write to me and tell me why – it's your opinions that shape MCN and I am always open to suggestions on how I can make motor cyclists' favourite read even better.

Enjoy your day, and remember to buy MCN on Wednesday for all the action, drama and behind the scenes news from today's great World Superbike round.

PIT-LANE WALKABOUT & PADDOCK TRANSFER

Superbike International, the organisers of the FIM Superbike World Championship, are making available a limited number of Paddock Guest passes for the Superbike World Championship meeting.

These paddock guest passes cost £35 per person, and are additional to the basic admission price. They are valid for all 3 days. There is no reduction if less than 3-days required.

The tickets gain access to the World Superbike and World Supersport paddock throughout the meeting and to a Pit Lane Walkabout on raceday Easter Monday, April 13, between 1050-1120.

These tickets may be purchased only from the Donington Park Circuit Office.

Easter Monday Stunt Display

Stand by for added spice and thrills on Easter Monday around 11.00 when two of the country's top stunt riders are due to perform at various locations around the circuit. There's Craig Jones, pictured here, and Gary Rothwell. Should be the perfect "warm-up" for the big races.



Pic: Simon Everett

Foggy - ready and rarin' to go

Carl Fogarty is on top of the world as he heads into this double race Easter Monday World Superbike showdown - the 32 year old Blackburn ace started his campaign with a brilliant victory in the opening round in Australia three weeks ago and is eager to add to career total of 46 victories.

Fogarty rides for the top Ducati Performance team and reckons they have his machine spot on for the two 25 lap races in the British round of the championship at the Leicestershire grand prix circuit. "Everything feels good now and as I always enjoy racing at Donington, I am feeling confident that I can underline my determination to win the title again by taking a couple of victories.

"Racing is all about winning, that is where my enjoyment lies. I have to be out at the front," said Fogarty, the runner-up last year and who won the title in 1994 and 1995.

And, he reckons the switch of Ducati teams during the close season was just the ticket to get him back into winning form. The team boss is Davide Tardozzi, the man who won the very first World Superbike race ever, here at Donington Park, back in 1988.

"At this stage of my career, having Davide as team manager is just what I need. He pushes me, particularly in testing, makes me get the best out of the



Ready for the seasonal starter in Australia.

bike. He and the team are fully focused on preparing a winning machine for me - it really is my own team. We are geared for winning, and I want that title again, make no mistakes about that.

Fogarty's immediate target is see off the threat of Japanese rider Noriyuki Haga, also a race winner in Australia on Yamaha and who jointly leads the championship, on 41 points, with him.

But, how will Haga fare at Donington? "It's going to be interesting for him. It's a funny circuit to ride when you don't know it, but having said that, he is a very good, charging rider as you've seen in the few World Superbike races he has competed in. He is certainly going to be among the front-runners, and there will be others coming into the reckoning.

"I am fully prepared for anything they can throw at me - my fans will be out there for me, and I will be giving them something to enjoy," said Fogarty who fitted in a promotional trip to South Africa earlier this month, before putting in a hectic day of testing on the eve of the meeting.

The action here is sure to be more than a two man race. The grid is packed with quality riders and bikes. Troy Corser, the man who took the title in 1996, is back on Ducati and looking strong. Another former champion Scott Russell should be in the frame, Castrol Honda's Aaron Slight enjoyed Donington success here last year and is keen for more, and never rule out the

speedy Japanese ace Akira Yanagawa.

Add the determined challenge of top British riders James Whitham, on a works Suzuki, and Neil Hodgson, riding Kawasaki, who are both regular riders in the series, together with a host of British championship regulars.

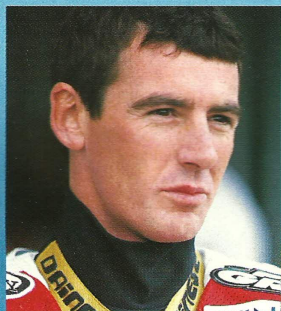
Last year, in the European round both Niall Mackenzie, the twice British champion, on the Cadburys Boost Yamaha, and Michael Rutter, on the V&M Honda Britain RC45, made it to the rostrum. They, and current British points leader Chris Walker, on the Kawasaki, are keen to make their presence felt.



Celebrating victory in the opening race of 1998.



Charging on - the Fogarty style.

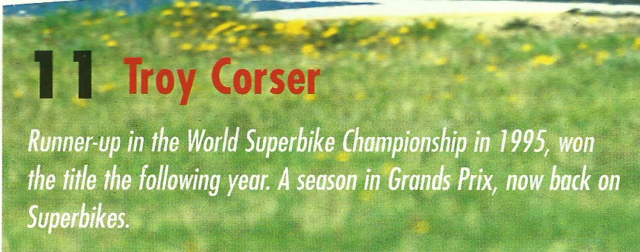
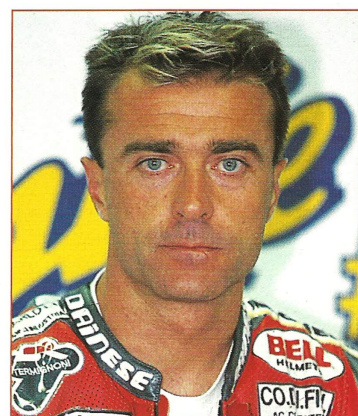


2 Carl Fogarty



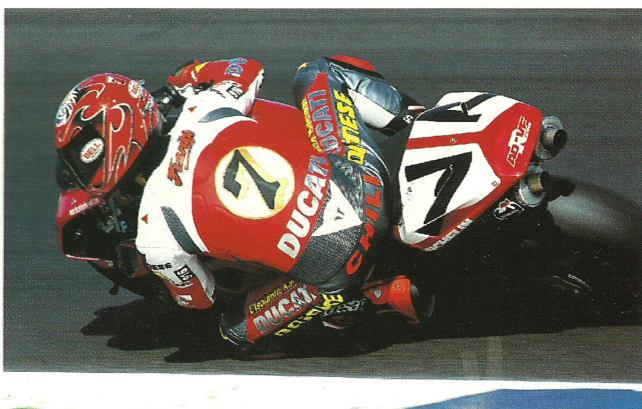
7 Pier Francesco Chili

European 125cc Champion, twice Italian 500 Champion, also non-Italian Open and 250 crowns. Starting fourth season in World Superbikes.



11 Troy Corser

Runner-up in the World Superbike Championship in 1995, won the title the following year. A season in Grands Prix, now back on Superbikes.



Team GSE Ducati

Reve Red Bull Ducati

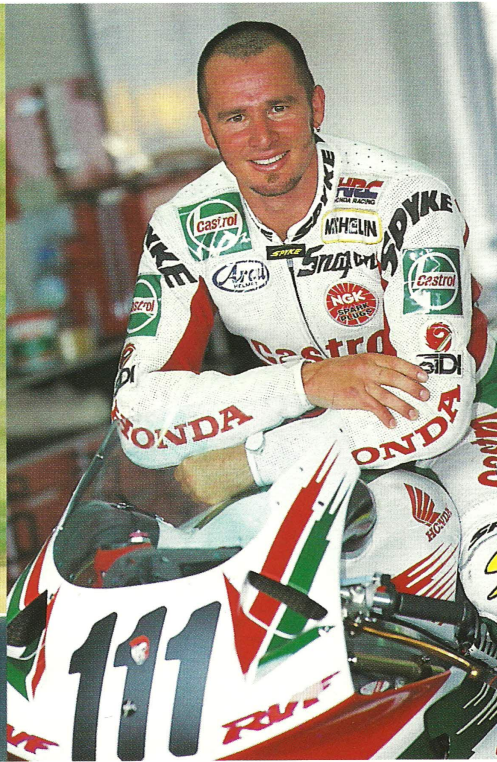
13 Jamie Robinson

25 Sean Emmett

32 Troy Bayliss

34 John Reynolds





Castrol Honda

45 Colin Edwards

Started racing in 1991, moving through 250cc into American Superbikes – best year, 1994 winning three races and finishing fifth overall. Moved to World Superbikes with Yamaha – 5th overall in 1996 – but last season wrecked by injury.

111 Aaron Slight

Three times New Zealand 250cc Production Champion, moved into Australian Superbike Championship prior to stepping up to World Superbikes. Eight times a race winner, a dominant figure over the past five years, four times 3rd overall and runner-up in 1996.

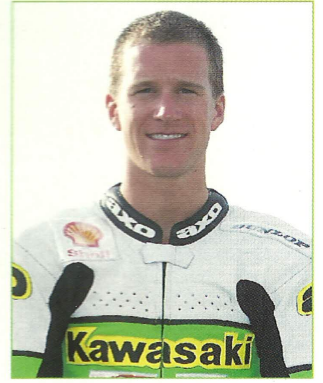


V&M Honda Britain

22 Ian Simpson

33 Michael Rutter





5 Neil Hodgson

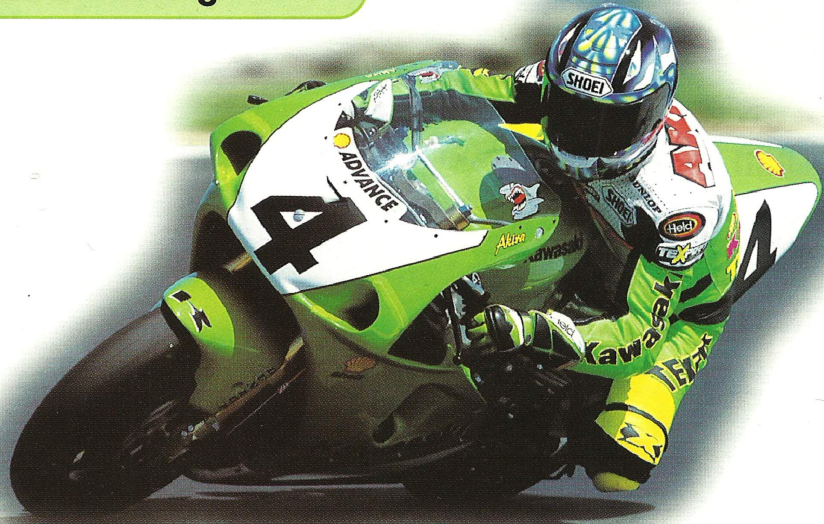
The 1992 British 125cc Champion, moved into Grands Prix, subsequently switching for the last two years to World Superbikes.

Kawasaki Racing Team



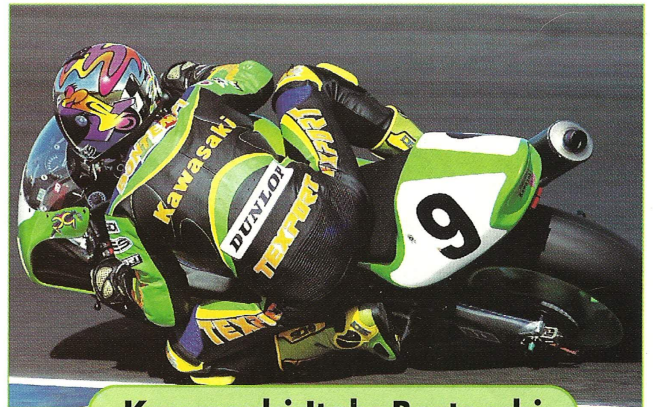
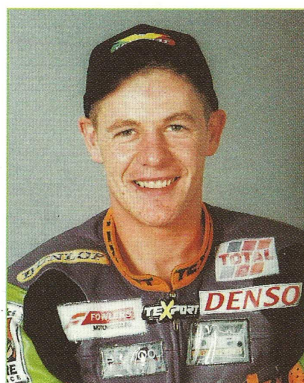
6 Akira Yanagawa

Strong competitor in All Japan F1 Championship, then Superbikes. Last year fourth in World Superbikes with two victories.



42 Chris Walker

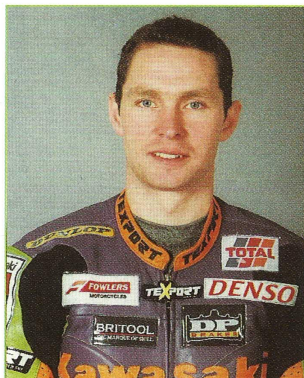
Motocross rider who switched to road racing with great success in club racing. Went from "zero to hero", riding in Grands Prix and World Superbike. Currently leading MCN British Championship.



Kawasaki Italy Bertocchi

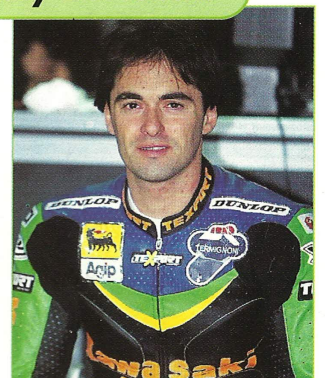
43 Iain Macpherson

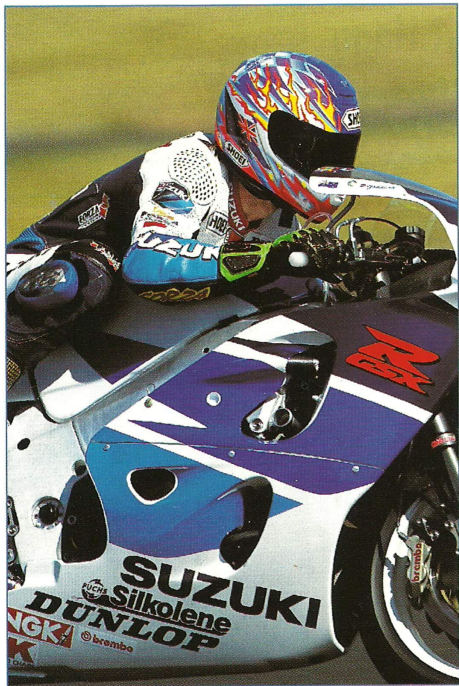
Determined Scot who learned much race-craft in World Supersports before becoming a regular front runner in the British Championship.



9 Piergiorgio Bontempi

The 1988 Italian 500 Sport Production Champion, then two years in Italian Superbikes, and a regular in World Superbikes since 1991.





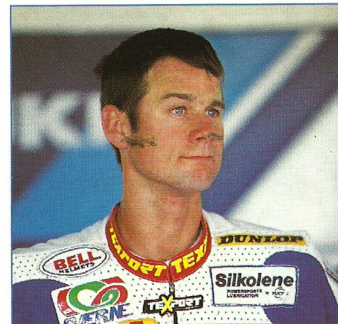
6 Peter Goddard

Aussie dirt track champion in 1986, three years later won Australia World Superbike race, also taking Australia and All Japan titles. 1990 provided action replay. 1991 All Japan 500 Champion. 1996 Australian Superbike Champion and last year year Endurance World Champion.



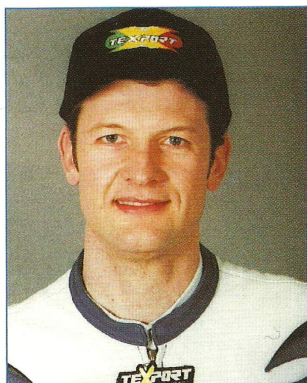
8 James Whitham

Won the 80cc British crown in 1986, two years later won the British Production crown. Twice British Superbike Champion, and runner-up in 1996. Last year eighth in World Superbike Championship.



37 Terry Rymer

Former British Superbike and World Endurance Champion who has also won the European Superbike crown.

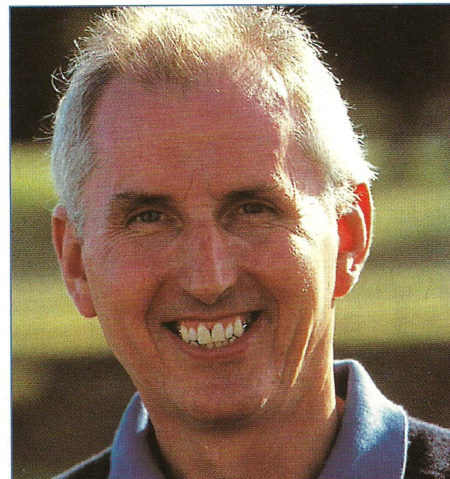
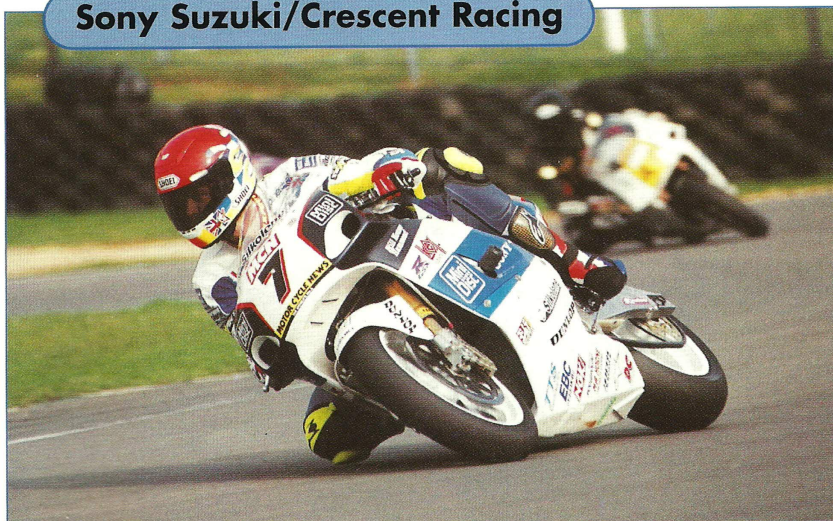


38 James Haydon

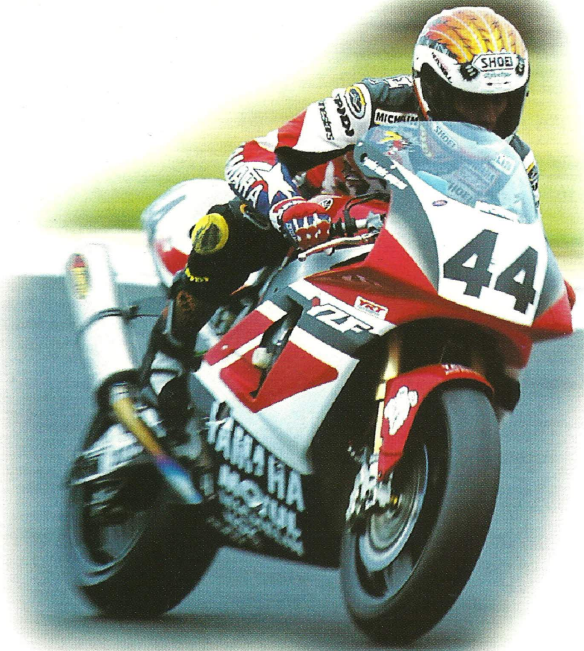
Product of Team Great Britain who progressed to 500cc Grands Prix and last year in World Superbikes, back now in domestic action.



Sony Suzuki/Crescent Racing



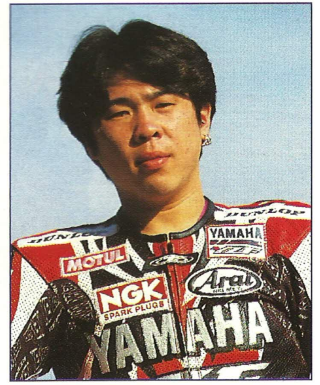
Suzuki WSB team boss Lester Harris.



Yamaha WSBK

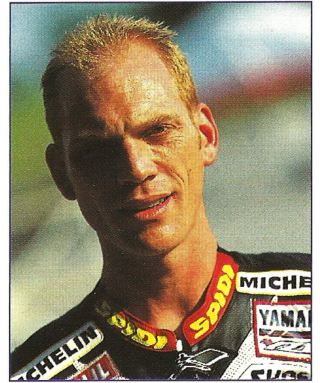
41 Norikuyi Haga

Began racing in 1992, showing good form in All Japan Superbike Championship. Won the Suzuka 8 Hours race in 1996 and last year was the All Japan Superbike Champion.



44 Scott Russell

First raced 1987, the following year was AMA Superbike Rookie of the Year. Three times AMA 750 Supersport Champion, AMA Superbike Champion. Five times winner of Daytona 200 and the 1993 World Superbike Champion.



21 Jean-Marc Deletang

The 1992 winner of the Suzuki World Cup, also that year winning the French Superbike Championship. Won the Bol d'Or 24 hour race in 1993 and subsequently has contested World Superbike and Endurance Championships.

Yamaha Motor France



31 Niall Mackenzie

Twice British 250cc and also British 350cc Champion prior to a decade in Grands Prix. Returned to domestic competition in 1996 and has twice won the MCN British Superbike crown.

51 Steve Hislop

Former British 250cc and Superbike Champion, the 11 times Isle of Man TT winner is back on top form with his new Yamaha team.

Cadburys Boost Yamaha



World Superbikes - the first decade at Donington, remembered by Julian Ryder

88

Tardozzi win and crash means rule change

Remember the Transatlantic Trophy? Well, back in 1988 it ran at Donington over Easter weekend wrapped around the first edition of another new formula that was supposed to be a meaningful championship for production-based racers. Just like F750 and F1. It was the first ever race in the fledgling World Superbike Championship, a series put together by Steve McLaughlin with the tacit approval of the big factories but without factory teams from any of the big four Japanese manufacturers.

Honda left it up to local importers to race their new RC30, but there were works teams from Bimota (who'd won the 1987 World F1 title) and from Ducati with their brand-new fuel injected 888. Flamboyant American Fred Merkel led the Honda challenge, Davide Tardozzi - now Carl Fogarty's team manager - was Bimota's main man, and the inimitable Marco Lucchinelli rode the only 888 Ducati anyone at Donington that Easter had ever seen. The honour of winning the first ever World Superbike race went to Tardozzi, but for the only time in the championship's history the results were calculated on the aggregate of both races, so when Tardozzi fell while second in the second race he handed Lucchinelli and Ducati not just the race win but the overall win as well. Merkel took second place, third went to - guess who? - Joey Dunlop reminding the world he wasn't just a closed-roads racer.

Final Championship Points: Merkel 99, Pirovano 93.5, Tardozzi 91.5, Mertens 90. Manufacturer's Title: Honda.



Fred Merkel - the first World Superbike Champion.

89

Two rostrums for Rymer and Burnett

The British round was the first on the calendar again, so the overseas guys were surprised by the speed of a gangling youngster from South London, Terry Rymer on a Loctite Yamaha. He got on the rostrum twice with a second and third, as did the better known Brit Roger Burnett on an RC30, but the star of the show was an ex-motocrosser having his first road race outside of Italy: Giancarlo Falappa. In

the first race he was troubled by petrol spilling on his rear tyre which, along with his sit-up-and-push-the-bike-down motocross riding style added to the entertainment unless you were one of the leading group trying to race with him. Fabrizio Pirovano won the first race on a Yamaha but Falappa was a different rider in the second race, smooth, controlled and very, very fast; fast enough to take the first of his 16 World Superbike victories.

Final Championship Points: Merkel 272, Mertens 265, Roche 222. Manufacturer's Title: Honda.

90

Falappa upsets teammate Roche's plans

Fred Merkel and Honda won the first two championships while the Ducatis suffered with reliability problems. French hardman Raymond Roche would change that in 1990, and he showed his hand early by winning both races in the opening round at Jerez. Merkel hit back in Race 1 at Donington, the second round beating Roche and Stephane Mertens (Honda) into second and third places. The second race

looked like Roche's as he led his teammate Falappa into the Melbourne Loop for the last time, but Falappa pushed past on the penultimate hairpin to take the win. A stony-faced Roche gave three one-word answers to John Brown's post-race questions on the rostrum before JB decided that discretion was the best option and ran for cover. Ducati's team meeting took place behind closed doors.

Final Championship Points: Roche 382, Pirovano 325, Mertens 300. Manufacturer's Title: Honda.

91

Dominant Polen starts championship bid

Doug Polen's two-year domination of the Championship started with the first round here at Donington. He won the first race despite a last-corner outbraking

manoeuvre from Terry Rymer that owed more to hope than from experience. Polen left Terry lots of room as he sailed through on the inside rear wheel in the air and cruised to the chequered flag while Terry did a three-point turn to get back on line. Pirovano was third. In the second race, a very rare machine failure put Polen out leaving the win to Mertens, now Ducati mounted, in front of Roche and that great trier Aussie Rob Phillis on a Kawasaki.

Final Championship Points: Polen 432, Roche 282, Phillis 267. Manufacturer's Title: Ducati.



Raymond Roche celebrates '90 title glory.

92

Foggy crashes, then wins to kick-start career

One of the great moments for British racing in the last decade. It didn't start well though when British biking's new hero Carl Fogarty led the first race by the proverbial country mile before tipping off at Goddard's. It wasn't just any crash, it was a crash that could have ended Carl's privateer effort on an 888 Ducati largely financed by his family. He had used up all the cash he'd won at the TT and riding for Honda in the F1 World Championship and was looking to his works Kawasaki endurance ride to pay the bills. His ambitions were in crisis. Roche won from Pirovano and another new name, Scott Russell on a Kawasaki.



Fabrizio Pirovano offered strong challenge.

With the grit that we've come to know, Carl won the second race in style and kick-started a year that would see him set a TT lap record that still stands, win the World Endurance Championship with Terry Rymer and get a privateer bike on the leaderboard of the British GP. Roche, who finished second, told Carl on the rostrum that he would be a World Champion. That new bloke Russell finished third again.

Final Championship Points: Polen 371, Roche 336, Phillis 289, Falappa 279, Pirovano 278, Slight 249. Manufacturer's Title: Ducati.

93

Russell and Fogarty both crash, Slight's team orders

This time the British race was the 12th and penultimate round of the championship. Going in, it was clear that the title was between Carl Fogarty and Scott Russell. It was also obvious that the two men didn't like each other very much. As usual the fans turned out for Carl, thousands of them, and when Russell took such a violent fall down the Craner Curves in qualifying that he had to be carried into his motorhome it looked as if the points were Carl's for the taking. But on a motorcycle that had to be radically altered even to allow him to sit on it, Russell beat

Foggy in the first race with the American's team mate Aaron Slight third. In the second race Foggy waved the title goodbye when he crashed, ironically on Craner Curves, while chasing Russell. The two Kawasaki team mates then bashed fairings for most of the race until their crew signalled the Kiwi to let Russell through, something they hadn't done in similar circumstances at the previous round in Italy. Aaron obeyed but was far from amused. Home fans had to be content with James Whitham's third place on the Fast Orange Yamaha.

Final Championship Points: Russell 378.5, Fogarty 349.5, Slight 316, Pirovano 290, Falappa 253, Bontempi 184.5. Manufacturer's Title: Ducati.

had to be radically altered even to allow him to sit on it, Russell beat

94

Fogarty 1, Russell 1

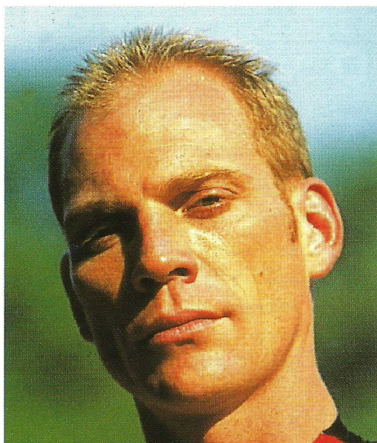
The first round again, our first sight of a young Aussie called Troy Corser, and the first appearance of the Castrol Honda team with Doug Polen and Aaron Slight as riders. But the racing showed that we were in for Chapter 2 of the Foggy versus Russell title fight

– although Corser's challenge was blunted in race 1 when he came off worst in a coming together with Slight at the Melbourne Loop. The Aussie recovered to take fourth place in the second race – which would in time become third place. Foggy and Russell won one each, Slight finished second twice and Pirovano took the remaining rostrum finish. However, routine fuel tests showed the Honda's fuel was illegal and a major legal battle followed with Slight first losing all his points, then getting them all back, and finally losing his second place for the second race, the one after which his fuel had been tested.

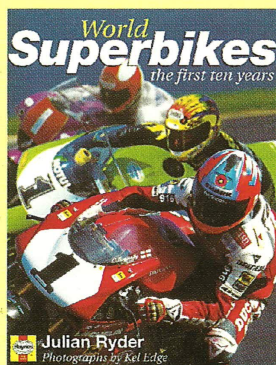


Fogarty and team-boss Roche celebrate a Swedish '93 double, but despair at Donington was to follow.

Final Championship Points: Fogarty 305, Russell 280, Slight 277, Polen 158, Cragar 153, Mertens 148. Manufacturer's Title: Ducati.



Scott Russell – keen fight with Fogarty.



The full story of the first ten years of **WORLD SUPERBIKES** in words by Julian Ryder and pictures by Kel Edge – a Haynes book, published price **£12.99**

95

Foggy's double

Foggy's best day at Donington and Scott Russell's worst. Carl won the first race from Corser with Whitham making the fans day with third on his Ducati. Russell was struggling with broken toes, said at the time to be due to a mountain bike accident and later found to have been suffered while testing the 500 GP Suzuki in the Czech Republic. He finished the first race off the leaderboard and didn't make the warm-up lap for Race 2. He made the start though, but toured straight back to

the pits after a hastily fitted carburettor component worked loose and left the Championship. That left Anthony Gobert, Kawasaki's new recruit, to uphold the team's honour with astonishing full-lock slides into and out of Donington's slower corners. The second race was all set for a last-lap showdown between Foggy and Corser until the Aussie's rear sprocket broke up. So Carl Fogarty scored the first double win at Donington and with just three rounds gone led the championship by an astonishing 68 points on his way to totally dominating the season and retaining his title.

Final Championship Points: Fogarty 478, Corser 339, Slight 323, Gobert 222, Nagai 188, Crafar 187. Manufacturer's Title: Ducati.



96

But Foggy gloom sets in ...

This time it was Corser who did the double and Carl Fogarty who had the bad day. Troy declared his intentions by breaking Kevin Schwantz's absolute lap record in qualifying and then went on to totally dominate the whole weekend, although Aaron Slight gave him a hard time in Race 2. It was a good weekend for the Antipodeans, Gobert took both

third places and Simon Crafar of New Zealand took the other second place and could have been on the rostrum in Race 2 if his battery hadn't worked loose and tangled in his back wheel. Foggy? He'd moved to Honda over the winter and at this, the second round, had yet to come to terms with the RC45's handling. Eighth and seventh places represented Fogarty's worst ever Superbike round on home soil and typically took this relative failure to heart and felt deeply that he'd let the fans down.

Final Championship Points: Corser 369, Slight 347, Kocinski 337, Fogarty 331, Edwards 248, Chili 223. Manufacturer's Title: Ducati.

97

... to be lifted by a brilliant ride

Another good day for Fogarty who went into this the third round of the Championship 14 points behind John Kocinski with whom he'd swapped bikes over winter. Little John didn't have a good day in the first dry races of the year. The lasting memory of the first race will be the way Aaron Slight charged through the field to fourth place behind the Ducatis of Hodgson, Chili and Fogarty and then picked them off one-by-one at the Esses

on consecutive laps. It was as good a piece of riding as you'll see. Chili crashed and Hodgson faded to be overwhelmed by another charging Kiwi, Simon Crafar, but the Lancastrian's fourth place was some reward on a circuit which has not been kind to him. Foggy dominated the second race and finished the day leading the Championship, 11 points ahead of Aaron Slight. He'd looked set for second in Race 2 but was mugged by everyone's favourite win-or-bust merchant Frankie Chili on the last corner of the last lap. The fans cheered nearly as loudly as they'd done for Foggy.

Final Championship Points: Kocinski 416, Fogarty 358, Slight 343, Yanagawa 247, Crafar 234, Russell 226. Manufacturer's Title: Honda.

Top tens in the first ten years of World Superbike action

POLE POSITIONS

- 1 Carl Fogarty - 17 (Ducati)
- 2 Doug Polen - 17 (16 Ducati, 1 Suzuki)
- 3 Troy Corser - 6 (Ducati)
- 4 Raymond Roche - 9 (Ducati)
- 5= Giancarlo Falappa - 8 (7Ducati, 1 Bimota)
- 5= Scott Russell - 8 (7 Kawasaki, 1 Yamaha)
- 7= Aaron Slight - 6 (3 Kawasaki, 3 Honda)
- 7= John Kocinski - 6 (3 Ducati, 3 Honda)
- 9 Pier-Francesco Chili - 5 (Ducati)
- 10 Fred Merkel - 4 (Honda)

MANUFACTURER'S POLE POSITIONS

- 1 Ducati - 72
- 2 Kawasaki - 18
- 3 Honda - 17
- 4 Yamaha - 9
- 5 Bimota - 4
- 6 Suzuki - 1

RACE WINNERS

- 1 Carl Fogarty - 46 (42 Ducati, 4 Honda)
- 2 Doug Polen - 27 (26 Ducati, 1 Suzuki)
- 3 Raymond Roche - 23 (Ducati)
- 4 Giancarlo Falappa - 16 (13 Ducati, 3 Bimota)
- 5 Scott Russell - 14 (Kawasaki)
- 6 John Kocinski - 14 (9 Honda, 5 Ducati)
- 7 Troy Corser - 11 (Ducati)
- 8 Stephane Mertens - 11 (7 Honda, 2 Ducati, 2 Bimota)
- 9 Fabrizio Pirovano - 10 (Yamaha)
- 10= Fred Merkel - 8 (Honda)
- 10= Aaron Slight - 8 (6 Honda, 2 Kawasaki)

DOUBLE WINS

- 1 Carl Fogarty - 12 (11 Ducati, 1 Honda)
- 2 Doug Polen - 8 (Ducati)
- 3 Raymond Roche - 7 (Ducati)
- 4= John Kocinski - 4 (2 Ducati, 2 Honda)
- 4= Scott Russell - 4 (Kawasaki)

MANUFACTURER'S WINS

- 1 Ducati - 134
- 2 Honda - 37
- 3 Kawasaki - 31
- 4 Yamaha - 25
- 5 Bimota - 10
- 6 Suzuki - 2

MANUFACTURER'S DOUBLE WINS

- 1 Ducati - 48
- 2 Honda - 9
- 3 Kawasaki - 5
- 4 Yamaha - 5
- 5 Bimota - 2

COUNTRY WINS

- 1 USA - 66 (Polen 27, Russell 14, Kocinski 14, Merkel 8, Chandler 2, Kipp 1)
- 2 GB - 49 (Fogarty 46, Rymer 2, Whitham 1)
- 3 Italy - 41 (Falappa 16, Pirovano 10, Chili 6, Tardozzi 5, Lucchiaro 2, Lucchinelli 2)
- 4 Australia - 30 (Corser 11, Gobert 6, Phillis 4, Doohan 3, Dowson 2, Goddard 2, Magee 2)
- 5 France - 25 (Roche 23, Morillas 1, Vieira 1)
- 6 Belgium - 11 (Mertens 11)
- 7 New Zealand - 8 (Slight 8)
- 8 Japan - 6 (Yanagawa 2, Haga 2, Takeda 1, Aoki 1)
- 9 Canada - 2 (Goodfellow 1, Picotte 1)
- 10 Austria - 1 (Meklaw 1)

Statistics provided by Chris Herring - Castrol Honda P.R.

Donington Park



Promoters



Two Four Sports Ltd., Donington Park,
Castle Donington,
Derby DE74 2RP.
Tel: 01332 810048
Fax: 01332 850422

Directors: Maurice Jones, Tim Parsons,
Robert Fearnall.

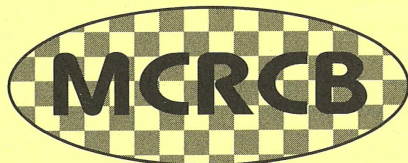
Press and PR: Dave Fern, Sales Development:
Steve Kempton, Operations: Vaughan Edwards,
Exhibition Centre: Martin Quilliam

Admin Staff: Natasha Cudworth, Carol Parker,
Debbie Roome, Ann Brownsword, Emma
Kirkland, Tanya Cudworth, Julia Bates, Yvonne
Smalley.

Circuit Staff: John Hesketh, Mark Singleton,
Steve Topliss.

Circuit Medical Officer: Mr. L. N. Jarrett, FRCS,
FFAEM

Meeting Organisers



The Motorcycle Circuit Racing Control Board,
PO Box 72, Castle Donington, Derby, DE74 2ZQ.
Tel: 01332 853822 Fax: 01332 853723

Directors: J. R. Quenby (RACMSA),

Directors: D. Ryder (ACU),

Directors: R. N. Fearnall (AMRCO),

Directors: Ms. N. Foulston (MRPC)

Manager: Doug Barnfield

Secretary: Julie Kimpton

Press Officer: Dave Fern

National Sporting Federation, Auto Cycle Union,
Wood Street, Rugby, Warwickshire.

Officials of the Meeting

Stewards of the Meeting - FIM: Max Deubel
(Chief), Egor Eskinja, Neil Hanson.

Chief Technical Officer - FIM: Steve Whitlock.

Clerk of the Course: John Ward

Secretary of the Meeting: Doug Barnfield and
Julie Kimpton

Chief Medical Officer: Lyn Jarrett FRCS, FFAEM

Chief Scrutineer: Barry Hibbett

Starter: David Bailey

Chief Marshal: Margaret Howlett

Safety Officer: Alan Howlett

Paramedic Services: Leicestershire Ambulance
Service and NHS Trust

First Aid: The St. John Ambulance Association

Course Vehicles: Vauxhall Senator Fast Response
Fire Vehicle kindly supplied by Vauxhall Motors.
Jaguar Rapid Intervention Fire Tender kindly
supplied by Jaguar Cars. Recovery Units kindly
supplied by Carnell. Doctors' and emergency
cars kindly supplied by Jim Russell Racing
Drivers School.

THE People

British round of the

S3 SUPERBIKE WORLD CHAMPIONSHIP

Supported by

APRIL 11-12-13, 1998

DONINGTON PARK

The International meeting is held under the Code of the Federation Internationale
Motocycliste, the rules of the Motorcycle Racing Control Board and any supplementary
regulations issued. FIM Permit Number IMN 102/3

TIMETABLE

SATURDAY, APRIL 11

0730 onwards through the day	Motorcycle Show in the Exhibition Centre - Admission FREE with race ticket	
1015-1115	World Supersport	Free Practice
1130-1230	World Superbike	Free Practice
1245-1315	British Powerbike	Free Practice
1400-1500	World Supersport	Official Practice
1530-1630	World Superbike	Official Practice
1645-1715	Supermono	Free Practice
1900	It's Party Time in the Exhibition Centre - Jamie Whitham and the Po Boys, plus much more. Admission £5	

SUNDAY, APRIL 12

0730 onwards through the day	Motorcycle Show in the Exhibition Centre - Admission FREE with race ticket	
0930-1000	British Powerbike	Official Practice
1015-1115	World Supersport	Free Practice
1130-1230	World Superbike	Official Practice
1240-1310	Supermono	Official Practice
1400-1500	World Supersport	Official Practice
1515-1545	World Superbike	Superpole Warm-up
1600	World Superbike	Superpole
1650-1720	Supermono	Official Practice
1730-1800	British Powerbike	Official Practice
1900	It's Party Time in the Exhibition Centre - Live music, UK Centrefolds, plus much more. Admission £5	

MONDAY, APRIL 13

0730 onwards through the day	Motorcycle Show in the Exhibition Centre - Admission FREE with race ticket	
0930-0950	World Superbike	Warm-up
1005-1025	World Supersport	Warm-up
1050-1120	Pit Lane Walkabout, for holders of Paddock Transfer tickets. A time for those special pictures and autographs. These tickets are in limited supply. If any remain from the advance orders, they will be on sale from the Circuit Office Only, priced at £35.	
1100	Stunt riding display by Craig Jones and Gary Rothwell at various points around the race circuit.	

1200	SUPERBIKE WORLD CHAMPIONSHIP - RACE 1	25 laps
1305	BRITISH POWERBIKE CHAMPIONSHIP 'SHOOT-OUT'	8 laps
1400	CORONA EXTRA SUPERSPORT WORLD SERIES	23 laps
1530	SUPERBIKE WORLD CHAMPIONSHIP - RACE 2	25 laps
1630	SUPERMONO CUP	15 laps
1715	BRITISH POWERBIKE CHAMPIONSHIP - ROUND 1	15 laps

Don't forget ...
BRITISH MOTORCYCLE GRAND PRIX
3-4-5 July - Donington Park

RACES 1 & 4

12.00 and
15.30hrs

SBK SUPERBIKE WORLD CHAMPIONSHIP

ROUND TWO

No.	Rider	Country	Entrant	Machine	Qualifying Times	
					1st Session	2nd Session
2	CARL FOGARTY	GB	DUCATI PERFORMANCE	DUCATI		
4	AKIRA YANAGAWA	JAPAN	KAWASAKI RACING TEAM	KAWASAKI		
5	NEIL HODGSON	GB	KAWASAKI RACING TEAM	KAWASAKI		
6	PETER GODDARD	AUSTRALIA	SUZUKI WSB	SUZUKI		
7	PIERFRANCESCO CHILI	ITALY	DUCATI ADVF	DUCATI		
8	JAMES WHITHAM	GB	SUZUKI WSB	SUZUKI		
9	PIERGIORGIO BONTEMPI	ITALY	KAWASAKI ITALY BERTOCCHI	KAWASAKI		
10	ANDREW STROUD	NEW ZEALAND	ANDREW STROUD RACING	KAWASAKI		
11	TROY CORSER	AUSTRALIA	DUCATI ADVF	DUCATI		
13	JAMIE ROBINSON	GB	TEAM GSE DUCATI	DUCATI		
15	IGOR JERMAN	SLOVENIA	TEAM BERTOCCHI	KAWASAKI		
17	UDO MARK	GERMANY	TEAM SUZUKI DEUTSCHLAND	SUZUKI		
18	GERHARD ESTERER	AUSTRIA	KAWASAKI AUSTRIA	KAWASAKI		
19	LUCIO PEDERCINI	ITALY	TEAM PEDERCINI	DUCATI		
21	JEAN-MARC DELETANG	FRANCE	YAMAHA MOTOR FRANCE	YAMAHA		
22	IAN SIMPSON	GB	V&M HONDA	HONDA		
25	SEAN EMMETT	GB	REVE RED BULL DUCATI	DUCATI		
27	FREDERIC PROTAT	FRANCE	FP RACING	HONDA		
31	NIALL MACKENZIE	GB	CADBURY'S BOOST YAMAHA	YAMAHA		
32	TROY BAYLISS	AUSTRALIA	TEAM GSE DUCATI	DUCATI		
33	MICHAEL RUTTER	GB	V&M HONDA	HONDA		
34	JOHN REYNOLDS	GB	REVE RED BULL DUCATI	DUCATI		
35	GREGORIO LAVILLA	SPAIN	DE COCCO RACING	DUCATI		
37	TERRY RYMER	GB	TEAM CRESCENT SUZUKI	SUZUKI		
38	JAMES HAYDON	GB	TEAM CRESCENT SUZUKI	SUZUKI		
39	ALESSANDRO GRAMIGNI	ITALY	GATTOLONE RACING TEAM	DUCATI		
41	NORIYAKI HAGA	JAPAN	YAMAHA WSBK	YAMAHA		
42	CHRIS WALKER	GB	TEAM KAWASAKI UK	KAWASAKI		
43	IAIN MACPHERSON	GB	TEAM KAWASAKI UK	KAWASAKI		
44	SCOTT RUSSELL	USA	YAMAHA WSBK	YAMAHA		
45	COLIN EDWARDS	USA	CASTROL HONDA	HONDA		
50	JIRI MRKYVA	CZECH REP.	SBK TEAM JM	HONDA		
51	STEVE HISLOP	GB	CADBURY'S BOOST YAMAHA	YAMAHA		
111	AARON SLIGHT	NEW ZEALAND	CASTROL HONDA	HONDA		

Sponsored by

THE People

Britain's round of the FIM World Superbike Championship

Supported by



Each Race

25 LAPS

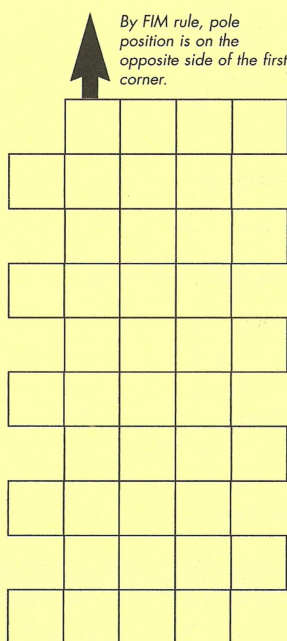
62.5 miles

QUALIFYING

New for this year is "Superpole". Used in Australia, it made for lively action for the crowds at the circuit, and for TV but was not the greatest hit with the riders. Basically there are two periods of timed qualifying, one on Saturday afternoon, the other on Sunday morning. The top 16 qualifiers overall then go into a one lap timed "shoot-out" against the clock. First away is the rider who was 16th fastest. Each has one sighting lap, one flying lap, and one showdown lap. The final grid is then derived on the basis of the times set in this session, with the fastest taking pole. Grid positions 17 to 36 are determined by the times set in the initial two timed sessions.

Start No.	Rider No.	Time	Grid Pos.
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			

STARTING GRID



The fastest 36 riders from qualifying start the races. The same grid is used for each race.

CHAMPIONSHIP STANDINGS

1=	Carl Fogarty	41
	Noriyuki Haga	41
3	Troy Corser	30
4	Aaron Slight	27
5	Akira Yanagawa	22
6	Colin Edwards	18
7	M. Willis	17
8	Scott Russell	14
9=	Peter Goddard	13
	Pier Francesco Chili	13
11	Gregorio Lavilla	10
12	Neil Hodgson	8
13	S. Martin	6
14=	James Whitham	4
	Piergiorgio Bontempi	4
16=	S. Giles	3
	Lucio Pedercini	3
18=	S. Connell	2
	M. Campbell	2
20=	Alessandro Gramigni	1
	Igor Jerman	1

CALENDAR

March 22	Australia (Phillip Island)
April 13	Great Britain (Donington Park)
May 10	Italy (Monza)
May 24	Spain (Albacete)
June 7	Germany (Nurburgring)
June 21	San Marino (Misano)
July 5	South Africa (Kyalami)
July 12	USA (Laguna Seca)
August 2	Europe (Brands Hatch)
September 6	Holland (Assen)
September 27	Indonesia (Sentul)
October 4	Japan (Sugo)
October 11	Malaysia (Shah Alam)

RECORD LAP

Troy Corser (Ducati)
1m 33.47s (April 1996)

1997 POLE TIME

Neil Hodgson (Ducati)
1m 33.748s

RESULTS CHECK

RACE 1

1st _____ 2nd _____ 3rd _____ 4th _____ 5th _____
 6th _____ 7th _____ 8th _____ 9th _____ 10th _____
 Winner's time _____ Speed _____ mph
 Fastest Lap: No. _____ Time _____ Speed _____ mph

RACE 4

1st _____ 2nd _____ 3rd _____ 4th _____ 5th _____
 6th _____ 7th _____ 8th _____ 9th _____ 10th _____
 Winner's time _____ Speed _____ mph
 Fastest Lap: No. _____ Time _____ Speed _____ mph

N.B. There is no aggregate race result - each is a separate points scoring event.

Points awarded to top 15 finishers on the basis of 25 - 20 - 16 - 13 - 11 - 10 - 9 - 8 - 7 - 6 - 5 - 4 - 3 - 2 - 1.

SERIES INFORMATION

From its origins in the USA, Superbike racing has rapidly become a worldwide phenomenon and is now the premier four-stroke racing category. 1988 saw the FIM sanctioning the first ever world championship with events in Japan and Australasia as well as the traditional European rounds. The real breakthrough for the series came with victory for the twin-cylinder Ducatis in 1990 and this was followed in successive years by the official entry of the Big Four Japanese manufacturers with their 750cc four-cylinder bikes - Kawasaki in 1993, Honda in 1994, Yamaha in 1995 and Suzuki in 1996.

RACES 2 & 6

13.05 &
17.15hrs

BRITISH POWERBIKE CHAMPIONSHIP

ROUND ONE

8 LAPS
20 miles &
15 LAPS
37.5 miles

No.	RIDER (HOMETOWN)	TEAM/OWNER/SPONSOR	MACHINE
1	PAUL BROWN (Scunthorpe)	Sanyo Digicom Honda Britain	Honda
2	STEVE PLATER (Woodhall Spa)	Sanyo Digicom Honda Britain	Honda
3	MICK CORRIGAN (Sheffield)	Nicomira Racing	Honda
4	ANDREW STRUDWICK (Chertsey)	Leisure Repair Services	Suzuki
5	PETE BEAL (Towcester)	Pete Beal Racing	Yamaha
9	DAVID JEFFERIES (Shipley)	Allan Jefferies Racing	Yamaha
11	MARK COLEING (Loughton)	Hyside Motorcycles/S. Essex Motorcycles	Yamaha
12	GUS SCOTT (Kendall)	Fowlers of Bristol	Yamaha
14	PETE GRAVES (London)	Pete Graves Racing	Yamaha
15	DEAN ASHTON (Hull)		Yamaha
24	PAUL JONES (Swansea)	M&P Accessories	Kawasaki
29	ANDY BAILEY (Abingdon)	Corner House Seat	Yamaha
33	FRANCIS WILLIAMSON (Petersfield)	Clive Wood/Jack Lilley Racing	Triumph
47	WINDSOR JONES (Shrewsbury)	PJM Racing	Suzuki
77	RICHARD GROVER (South Warnborough)	Charltons	Suzuki
88	COLIN HIPWELL (Doncaster)	Sloans Tavern	Suzuki
90	NEIL JONES (Sunbury on Thames)		Honda
99	JOHN CARTWRIGHT (Rugeley)	JRC Promotions	Kawasaki

Series Information

This is an all new championship for 1998 for machines 701cc and over, four-stroke, but not rotary engined. The technical regulations are a combination of those for the Sports Production FIM Supersport and FIM Superbike Championships with restrictions on modifications to reduce costs. The engine modifications allowed are based on FIM Supersport regulations.

All machines must be standard catalogue sports production models and quantity production which have been manufactured within the preceding five years and have been readily available to the public through normal British retail outlets and have been imported by the official British importer.

Championship Dates

1	April 11/12/13*	Donington Park
2	May 8/9/10	Snetterton
3	July 3/4/5	Donington Park
4	July 17/18/19	Oulton Park
5	July 31/August 1/2*	Brands Hatch
6	August 7/8/9	Knockhill
7	September 4/5/6	Silverstone
8	October 18	Thruxton

* At these events there will be a sprint race and a longer distance race.

Results

RACE 2

1st _____ 2nd _____ 3rd _____ 4th _____ 5th _____
 6th _____ 7th _____ 8th _____ 9th _____ 10th _____
 Winner's time _____ Speed _____ mph
 Fastest Lap: No. _____ Time _____ Speed _____ mph

RACE 6

1st _____ 2nd _____ 3rd _____ 4th _____ 5th _____
 6th _____ 7th _____ 8th _____ 9th _____ 10th _____
 Winner's time _____ Speed _____ mph
 Fastest Lap: No. _____ Time _____ Speed _____ mph

Lap Record

To be established

Squib Burton Trophy to top British rider in Powerbikes

The Donington Park Racing Association Club's Squib Burton Trophy will be awarded to the top British rider, decided on a points system, over the three rounds to be held here. The first two are on Easter Monday, the third at the British Grand Prix on July 5. Squib Burton won the first ever motorcycle race in the Park, on 25 May, 1931.

The circuit's independent supporters club, the DPRAC, would welcome you as a member. Why not call at their enclosure, at McLeans Corner, today?

CRIME PREVENTION

Leicestershire Police are providing a major display of bike security measures and devices from a unit on the circuit infield - protect your bike to the full by talking to the experts. They are here to help.



Leicestershire
CRIMESTOPPERS

0800 555 111

Team Sony Suzuki Raceday



Sunday 21 June

Donington National Circuit

2 x 18 lap races for the

MCN BRITISH SUPERBIKE CHAMPIONSHIP

plus SANYO BRITISH 250cc CHAMPIONSHIP, SANYO BRITISH 125cc CHAMPIONSHIP, SANYO BRITISH SUPERSPORT 600 CHAMPIONSHIP, GENERAL GUARANTEE APRILIA RS250 CHALLENGE, SUPERBIKE MAGAZINE NATIONAL SPORTS PRODUCTION CHAMPIONSHIP, HONDA CB500 NATIONAL & NEWCOMERS CUPS, GILERA NATIONAL SCOOTER CHAMPIONSHIP, NATIONAL 125cc CHAMPIONSHIP

12 races from 10.15, all on Sunday -
Adult trackside admission £15, Children FREE*
(*15 years and under accompanied by an adult)
- Qualifying Friday and Saturday -

**RACE
3**

14.00hrs

CORONA EXTRA SUPERSPORT WORLD SERIES

ROUND ONE

23

LAPS

57.5 miles

No.	RIDER (COUNTRY)	TEAM/OWNER/SPONSOR	MACHINE
1	PAOLO CASOLI (Italy)	Ducati Performance	Ducati
2	VITTORIANO GUARESCHI (Italy)	Yamaha Belgarda	Yamaha
3	YVES BRIGUET (Switzerland)	Endoug Marchesi Corse	Ducati
4	STEPHAN CHAMBON (France)	Team Alstare Corona	Suzuki
5	MASSIMO MEREGALLI (Italy)	Yamaha Belgarda	Yamaha
6	MARIO INNAMORATI (Italy)	Kawasaki Team Italia SS	Kawasaki
7	FERNANDO DI MASO (Italy)	Team Garella Racing	Ducati
8	FABRIZIO PIOVANO (Italy)	Team Alstare Corona	Suzuki
9	WILCO ZEELENBERG (Netherlands)	Yamaha Dee Cee Jeans Racing Team	Yamaha
10	THOMAS HINTERREITER (Austria)	San Marino-Suzuki Mayer	Suzuki
11	GIOVANNI BUSSEI (Italy)	Suzuki Italy	Suzuki
12	ALBERT AERTS (Belgium)	BKM Racing Team	Yamaha
14	MARCO RISITANO (Italy)	Kawasaki Team Italia SS	Kawasaki
15	JEAN PHILIPPE RUGGIA (France)	Team Bimota Tamoil	Bimota
16	SEBASTIAN CHARPENTIER (France)	Honda Reflex Team	Honda
17	PIERRE RIBA (Spain)	Team Garella Racing	Ducati
18	CRISTIANO MIGLIORATI (Italy)	Endoug Marchesi Corse	Ducati
19	WALTER TORTOROGLIA (Italy)	Sacchi Corse	Suzuki
20	WERNER DAEMEN (Belgium)	Kawasaki Belgium	Kawasaki
21	ROBERTO TENEGGI (Italy)	Team Falappa by Ghelfi	Ducati
22	STEPHAN NEBEL (Belgium)	Kawasaki Junior Team	Kawasaki
23	MARC GARCIA (France)	Il Brothers Racing Team	Ducati
24	BERNARD GARCIA (France)	Il Brothers Racing Team	Ducati
25	CHRISTOPHE COGAN (France)	Yamaha Motor France	Yamaha
26	MARC FISSETTE (Belgium)	BKM Racing Team	Yamaha
27	CAMILLO MARIOTTINI (Italy)	Team Bimota Arrow	Bimota
28	JAVIER RODRIGUEZ (Spain)	Lozano Racing	Yamaha
33	ROBERTO ULM (Austria)	Sebring Yamaha Austria	Yamaha
34	GIUSEPPE FIORILLO (Italy)	Suzuki Italia	Suzuki
35	MAURO LUCCHIARI (Italy)	De Cecco Racing	Ducati
37	SERAFINO FOTI (Italy)	Team Bimota Tamoil	Bimota
41	MICHAEL PAQUAY (Belgium)	Castrol Honda	Honda
44	JOSE RIQUELME (Spain)	Team TR Motos	Ducati
50	KARL MUGGERIDGE (Australia)	Sealy Motorsport	Honda
51	JOHN CRAWFORD (GB)	Crescent Suzuki	Suzuki
52	JAMES TOSELAND (GB)	Castrol Honda	Honda
53	GLEN RICHARDS (Australia)	D&E Racing	Honda
54	DEAN THOMAS (Australia)	GR Suzuki	Suzuki
55	JOERG TEUCHERT (Germany)		
56	THOMAS KOERNER (Germany)		
59	PHILIP McCALLEN (N.Ireland)	Motorcycle City	Honda
60	ERIC MAHE (France)	Emergence Team	Honda
61	PAUL BROWN (GB)	Team Sanyo Honda	Honda
62	STEVE PLATER (GB)	Team Sanyo Honda	Honda
66	PETE JENNINGS (GB)	D&E Racing	Honda
67	HOWARD WHITBY (GB)	Nicmonira Racing	Honda
81	PHIL BORLEY (GB)		Honda
96	CLAUDE ALAIN JAGGI (Switzerland)	Phillippe Coulon Team	Ducati

Series Information

Supersport enters its ninth year with increasing importance. From 1990 to 1995, the championship was held only in Europe, but the considerable success of the past few seasons and the growing interest of the world's motorcycle manufacturers has led to the internationalisation of the category. In 1997 Supersport became an FIM-recognised World Series with two overseas races included in the calendar in Indonesia and Japan, together with a round at the brand-new German circuit of Oschersleben. This year it will be decided over ten races.

Eligible Machines

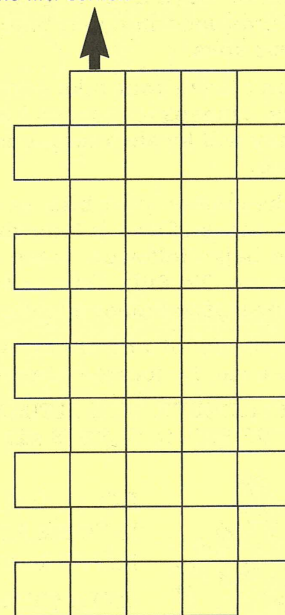
The Supersport World Series is for strictly production-based machines (twin cylinder bikes from 601-750cc and four-cylinder bikes from 401-600cc). Minimum weight is 172kgs for all bikes, with the use of standard road tyres obligatory.

Championship Dates

April 13	Great Britain (Donington Park)
May 10	Italy (Monza)
May 24	Spain (Albacete)
June 7	Germany (Nurburgring)
June 21	San Marino (Misano)
July 5	South Africa (Kyalami)
July 12	USA (Laguna Seca)
August 2	Europe (Brands Hatch)
August 30	Austria (A1 Ring)
September 6	Holland (Assen)

Starting Grid

By FIM rule, pole position is on the opposite side of the first corner.



Results

1st _____ 2nd _____ 3rd _____ 4th _____ 5th _____
 6th _____ 7th _____ 8th _____ 9th _____ 10th _____
 11th _____ 12th _____ 13th _____ 14th _____ 15th _____

Winner's time _____ Speed _____ mph

Fastest Lap: No. _____ Time _____ Speed _____ mph

Lap Record

Paolo Casoli (Ducati)
1m 39.448s (May 1997)

RACE 5

16.30hrs

SUPERMONO CUP

ROUND ONE

**15
LAPS**
37.5 miles

No.	RIDER (COUNTRY)	TEAM/OWNER/SPONSOR	MACHINE
1	FRANK REISKY (Germany)	Over Racing Project	OV-20 762
3	STEVE MARLOW (GB)	Team James Racing	Norton 690
4	RICHARD CUTTS (GB)	Moto Cinelli	Ducati 550
5	STEVE RUTH (GB)	PFM-Tigcraft	Tigcraft 725
7	MARK LAWES (GB)		Nico Bakker 740
8	NIGEL MANNING-MORTON (GB)	Rascals Racing	Tigcraft BMW 650
9	DAVID MORRIS (GB)	Chrysalis Racing	BMW F650
10	TESFAI KONIG (Sweden)		Ducati 572
11	GARY COTTERELL (GB)	Norton Motors Deutschland	Norton 680
12	MICHAEL FISCHER (Germany)		BMW F650
14	PAUL HARRISON (GB)		Rotax 605
15	JOHN BARTON (GB)	Morgan Read Sharman	Ducati 572
16	JIM HUNTER (GB)		Ducati 572
17	CLIVE CHITTY (GB)		Tigcraft 680
19	LEX VAN DIJK (Netherlands)	Alpha Impex/Gilex Racing Team	Alpha/Gilex 760
20	MARK GEORGE (GB)		Tigcraft Yamaha
21	GUIDO METZLER (Germany)		BMR-Suzuki 740
23	RICHARD SHEPHERD (GB)		Shepherd 795
24	HARRY MCLEOD (GB)	Hijera Factory Team HRD	Hijera 660
25	LAWRENCE BARRY (GB)	Slipstream Motorcycles	Slipstream Yamaha
26	EDWARD HURST (GB)		Tigcraft BMW 680
29	MIKE SHURLEY (GB)	First Bike	Tigcraft 640
30	PAUL THOMAS (GB)	SB & R Services	Yamrotax
31	ADRIAN STRINGER (GB)	Stringer Racing	Harris Yamaha 686
33	PERRY GOLDSTEIN (GB)	Team PG Smith	KTM 612
34	KATJA POENSGEN (Germany)	Team Suzuki Deutschland	BMR-Suzuki 741
35	DAVID WALKER (GB)	Waker Racing	Tigcraft 660
36	GEOFF LYNN (GB)	Walker Racing	Tigcraft 660
37	PETE NASH (GB)	Walker Racing	Tigcraft 660
39	CALLUM RAMSEY (GB)	Sigma Ducati	Ducati 572
44	PAUL CAWTHORNE (GB)	PAC Racing	BMW 680
45	PAUL STREET (GB)		Harris 640
54	STUART SHAW (GB)	Slipstream Tuning	Yamaha 690
55	ELLIOT BURGESS (GB)	Slipstream Tuning	MuZ-Slipstream
60	KEITH LANGRIDGE (GB)	Sidrat Racing	Sidrat BMW 670
66	MIKE HODGES (GB)	SB & R Services	Tigrotax 640
69	DAVE HARNETT (GB)		KTM 540
99	SCOTT RICHARDSON (GB)	DCA International	MHD 640

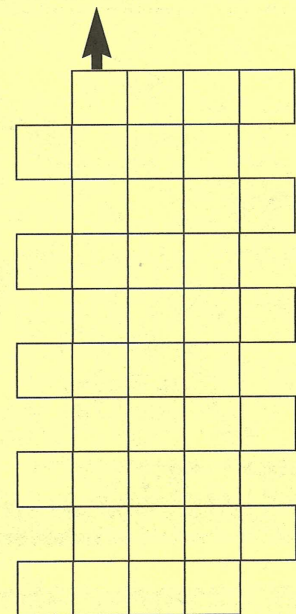
Series Information

The Supermono Race is open to motorcycles that conform to the FIM Technical Regulations for the Supermono class. All overseas competitors must have authorisation from their Federations and personal accident insurance as stated by the FIM.

Championship Dates

April 13	Great Britain (Donington Park)
May 10	Italy (Monza)
May 24	Spain (Albacete)
June 7	Germany (Nurburgring)
June 21	San Marino (Misano)
August 2	Europe (Brands Hatch)
August 30	Austria (A1 Ring)
September 6	Holland (Assen)

Starting Grid



Results

1st _____	2nd _____	3rd _____	4th _____	5th _____
6th _____	7th _____	8th _____	9th _____	10th _____
11th _____	12th _____	13th _____	14th _____	15th _____
Winner's time _____	Speed _____	mph		
Fastest Lap: No. _____	Time _____	Speed _____	mph	

Lap Record

Alan Carter (Ducati)
1m 41.85s, 88.35mph (May 1994)



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The quality feel that ensures it is no longer a supporting act

SUPERSPORTS COME OF AGE

— but can Paolo Casoli and Ducati retain the crown?

Supersport World Series has that quality look about it these days. No longer is it simply a support class to the World Superbike Championship. All the major factories are directly involved and the calibre of rider includes established GP and Superbike stars - and several up and coming young upstarts.

None have exploded into the latter category with more excitement than James Toseland, Castrol Honda's new signing.

by
Gary Pinchin

Beginning of last year then 16-year-old Toseland was racing in the national Scooter and Honda Cup championships but quickly stepped up to winning British Championship Supersport 600 races on a Honda - and was mightily impressive in his international debut in the 600 World Series race at Brands last August.

Toseland ultimately clinched the Honda Cup with seven wins from 10 rounds, and finished a highly impressive third in the British 600 championship. He won four out of the last five races!

Little wonder Castrol Honda snapped him up to spearhead the team's first foray into this series along with team-mate Michael Paquay. The 26-year-old Belgian rider won the series in 1993 - on a Honda - and in '95 riding Ducati.

After an abortive season in Superbike, he rebuilt his confidence last year back in the 600 class, finishing sixth overall with a win in Germany.

The Supersport World Series grids production-based 600cc four-cylinders against 750cc V-twins. Last year's championship was won by Paolo Casoli and Ducati with their 748 V-twin (pictured racing here). The 1995 Italian Superbike Champion raced in World Superbike for a few years but certainly found his niche last year, scoring three wins - one of

1995!) on the De Cecco Racing 748. The 30-year-old finished third in the 1996 series but did not figure in last year's championship.

Last term Swiss Yves Briguet raced a Suzuki Italia GSX-R600 to third place in the series but



them here at Donington - and three seconds in the 11-round championship. The 32-year-old rides under the Ducati Performance banner.

Another former Superbike rider is Mauro Lucchiari (ex-Ducati factory team with two wins at Misano in

for 1998 will ride a Ducati entered by Endoug Marchesi Corse. Briguet was the 1994 European Supersport Champion and was runner-up in the 1996 FIM Thunderbike Trophy, the abortive support series held at Grands Prix. Even at 34-years-old, he will be fast. Briguet's team-mate

is former GP privateer, young Italian, Cristiano Migliorati.

Watch out also for Roberto Teneggi, a former single-cylinder racer of repute. He rides in the Team Falappa by Ghelfi Ducati team run by former Superbike hero, Giancarlo Falappa, who's explosive career was cut short by serious injury.

Still on the Ducati theme come three top International names - Pere Riba from Spain on

Italian Serafino Foti. Ruggia, in particular is one of the most exciting additions to the Supersport grid. They both ride for the official Team Bimota Tamoil squad while all-action Italian rider, Camillo Mariottini, is in the colours of Team Bimota Arrow.

If that's not enough of the red, white and green, the factory-supported Yamaha Belgarda team is of course, based in Italy. Last year Vittorio Guareschi finished runner-up in the championship, missing out on the title by a solitary point. The 26-year-old from Parma scored three wins, two

Wilco Zeelenberg, a former 250GP rider. Zeelenberg, 30 years old, won the Dutch round last year but failed to score consistently in the top six and wound up ninth in the championship.

Suzuki's championship hopes rest with Team Alstare Corona. Last year they fielded Fabrizio Pirovano (twice a World Superbike Championship runner-up) and French stunt ace Stephane Chambon on Ducatis. The team planned to expand into Superbike with Carl Fogarty in the saddle but a last minute change of plans saw Fogarty go elsewhere and the Alstare team opt to switch wholesale to Suzuki machinery. It's going to be interesting to see if Pirovano, at 38, still has the aggression to recapture the title he won in 1996.

Over in Team Green corner, Kawasaki are represented by Mario Innamorati on the Team Italia SS entry. And on an Emergence Honda watch out for Frenchman Eric Mahe who finished sixth in the 1996 series.

In addition to the World Series regulars there are several British championship regulars in the line-up this weekend. Headlining the entry is defending British Supersport 600 Champion Paul Brown on the Sanyo Honda. New Sanyo signing, Steve Plater, joins him in a two-pronged red alert the World Series boys should watch out for.

Others on Hondas include Motorcycle City's Phillip McCallen; Colin Seeley's Australian protege Karl Muggeridge and Scot Iain Duffus riding the V&M Honda while John Crawford lines up on the Crescent Suzuki and Aussie Dean Thomas has the GR Suzuki.

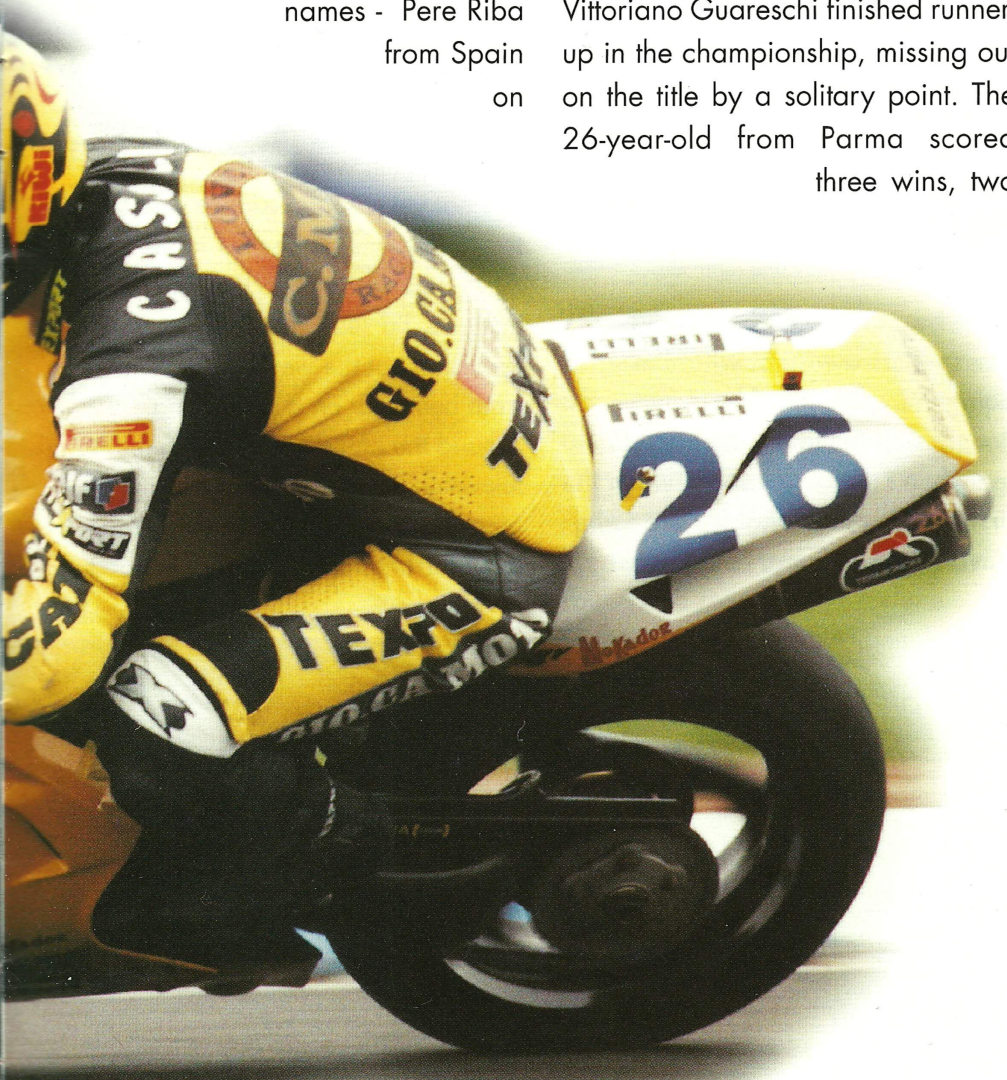
the Team Garella entry and the French Garcia brothers, Marc and Bernard. All three have Grand Prix experience.

This year Bimota intend to bounce back to Supersport glory and have announced a very strong line-up, Jean-Phillipe Ruggia and

seconds and three fourth places.

His team-mate, Massimo Meregalli (27) was fifth in the final standings, after winning the opening round on the series.

The other Yamaha YZF600 to note is the Yamaha Dee Cee Jeans Racing Team entry of Dutchman



Teenage sensation James Toseland starts his World Championship bid here

Hot-shot for the top

This weekend sees a major step forwards in the career of one of Britain's hottest motorcycle racing prospects in years. James Toseland, aged just 17 years, is thrust into the cauldron of the Supersport World Series. He rides for the Castrol Honda team and during the close season has had a steep learning curve into life as a professional racer - quite a change from his more leisurely life last year as a schoolboy.

Young James shot to prominence during last season as he dominated the Honda CB500 Cup in its inaugural season, and then he added to his reputation with some stunning rides in British Supersport. Arguably Toseland's greatest ride came at Brands Hatch, in front of a 65,000 crowd at last year's European round of the World Superbikes.

Then, he led the European Supersport Championship race for lengthy periods, taking an eventual, superb third. It was an eye-catching performance and one which no doubt put him in the fast-lane for a World Championship career.

Toseland embarks on that career here at Donington Park and he talked to Chris Herring about the new campaign.

CH - How much are you looking forward to your first year of world championship competition?

JT - "Very much. Even with the first test I did with the Castrol Honda team in Australia, it was already getting me excited about the season. Just being with a team like this is an education. Being alongside Aaron Slight and Colin Edwards is great fun too. Aaron helped me a lot at Phillip Island and I'm hoping it's going to be like that for the rest of the year."

CH - What has been the reaction locally to you leaving school and going straight into a career racing motorcycles?

JT - "Well, I didn't get too much attention in 1997 but then it was just



James Toseland - ready and rarin' to go.

a hobby. Now, with the local newspapers aware of what I'm doing there is a lot of local interest. People stop me in the street and ask me when I'm going testing, when the first round is and what it's like to be travelling to different countries at 17.

The attention is nice but it's great that people are learning something about the sport and not just about me. I still go out with my schoolmates, they know me just as James Toseland, that brings me back down to earth."

CH - How much do you know about the Supersport championship, the circuits and the opposition?

JT - I don't know too much. I know of some riders, obviously Paolo Casoli because he won the title last year and I've now got to know my team-mate Michael quite well but that's about it. I've not yet raced outside Britain so the circuits will all be new to me but that's part of the attraction. For instance, I'd seen Phillip Island on television but the view which comes from being sat on a bike going around the place is totally different to television. I realise that the World Supersport championship is growing in importance and I hope it's a good



season and I can achieve something from it."

CH – *Does riding for Castrol Honda, with its world title success in 1997, help or does it put added pressure on you?*

JT – "That was a worry but now I know everyone involved with the team I don't have any problems. I am surrounded by normal people who all want to achieve the same. The fact that the team won the World Superbike title is a bonus for me not added pressure – I know I am part of a successful team."

CH – *How difficult will it be to learn*

Toseland gets to grip with his works Castrol Honda machine.



Michael Paquay, Toseland's team-mate, will pass on a wealth of racing experience.

circuits, set up the bike and still compete?

JT – "I'm certain Michael Paquay will help me with that, at least with a base setting at each track. Aaron helped me out when I was struggling at Phillip Island so I know I'll get by somehow. But I'm not too bad at learning new circuits, I like to go round and round until I feel the mistakes coming then I know I'm somewhere close to the pace. After that it will just be a case of a good set-up for the race."

CH – *Michelin tyres are new for you in 1998, how will you adapt to them?*

JT – "A couple of crashes during the Phillip Island test helped me find my limit. It takes time to learn about the tyres but I'm confident everything will be in place for the opening race at Donington Park. We've had plenty of tests, some at Michelin's request, so I know they are committed to the Castrol Honda effort. At Phillip Island the tyres got better and better as I got used to them so I don't see any real problems. Michelin were also very successful in Supersport in 1997 so I know the product is proven and they've given us the

same technician as the Castrol Honda Superbike team has so we're in good hands."

CH – *How do you see your working relationship with Michael Paquay?*

JT – "He's a good lad. I met him for the first time at Kuala Lumpur airport on the way out to Australia for the opening test. We were both a bit cold with each other to start with but now, with the exception of speaking two different languages, we get on great. We may not speak the same language but we're on the same wavelength. He knows as well as I do that it's important to beat your team-mate so come qualifying and races we're rivals."

CH – *Where do you hope to finish in the 1998 World Supersport championship?*

JT – "Well, Michael was sixth last year so I've got a gauge. I may not be beating Michael early in the season but I hope to build up to at least his level by mid-season and then aim for a top six finish in the series. I don't feel there is any pressure on me to get results. At the moment it's important I stay upright and give it my best shot."



Neil Spalding takes an over-view of the opener to the 1998 Supermono Cup

TT Winner Morris among entry big on quality and quantity

The Supermono Cup starts its third season here this weekend and will run at all the European rounds of the World Superbike series. The only remaining championship for Prototype four-strokes; you can build anything you want as long as it is under 800cc and has only one four-stroke cylinder.

The bikes range from Katja Poensgen's Suzuki BMR through 760cc Yamahas and MuZs to little Ducati Supermonos. This meeting will also see the debut of the new Norton Supermono racer. All the bikes are purpose built racers and the British specialist industry is well represented with Tigcraft, Harris and Spondon framed machines.

For the last two years the Japanese OVER team has ruled the roost with their gorgeous Yamaha engined bike, despite the efforts of MuZ, Ducati and Suzuki to dethrone them, this year they are represented by the German rider Frank Reisky on the first of their customer bikes. MuZ have decided to go for top honours



Katja Poensgen on the Suzuki BMR will be a strong challenger for honours.

in 500cc Grands Prix (see them here in July!) but last year's machines are out again, this year ridden by up and coming British rider Elliot Burgess in a team run by single cylinder specialist Slipstream Tuning.

Regular top running privateer Steve Ruth, several times British Supermono champion, on his Dennis Trollope sponsored Tigcraft Yamaha will be looking forward to this weekend, he is perfectly capable of springing a surprise on this, his home turf. Dutch champion Lex van Dyke is also lining up on the superb Nico Bakker Gilex Yamaha. Dave Morris, the 1997 TT winner will have his Park Lane supported Harris BMW on the grid.

The German BMR team are back again with their 741cc Suzuki BMR, developing 90bhp at over 9000 rpm, water cooled and fuel injected, this amazing bike is ridden by Katja

Poensgen, the 20 year old daughter of the German Suzuki importer. In guest rides Katja has always gone well, setting pole at Monza and nearly winning at Albacete but the team has never been lucky, with Katja now concentrating on this championship maybe this will be their year.

"You can build anything you want as long as it is under 800cc and has only one four-stroke cylinder"

Although written off in the past the little Ducati Supermono (only 571cc and literally one cylinder off the all conquering vee-twin) is still capable of some giantkilling outings, last year's Ducati top runner John Barton (second places at both the TT and Brands) returns and is joined by the British Sigma squad with their Daytona winning bike. Sigma won the Daytona race with a superb ride by top Öhlins suspension expert Jon Cornwell. Cornwell cannot ride here, he will have his hands full looking after Carl Fogarty and the Ducati team's Superbikes, so the bike will be ridden by top 250 rider Callum Ramsay in his first four stroke outing.

Following the successful launch of their Norton 652 Supermono, Norton Motors Deutschland have authorised the building of two race machines, these will turn their wheels for the first time this weekend with Norton test rider Gary Cotterell on one and Steve Marlow out on the Mick James prepared machine.



Multi-times British Supermono Champion Steve Ruth will be among the pacemakers on his Tigcraft Yamaha.

A necessary and significant development

This weekend's Powerbike supporting race marks a significant development in the future direction of British championship motorcycle circuit racing under the control of the Motorcycle Circuit Racing Control Board, writes Director Robert Fearnall.

Concerned with the future availability of World Superbike machinery being made available at affordable prices to the British Superbike Championship teams, the



Control Board Director Robert Fearnall.

MCRCB undertook a study to introduce a category for the latest generation of superbike machines, modified in such a way as to make them more suitable for fast, competitive circuit racing.

After much consultation, the MCRCB produced the regulations for the new British Powerbike Championship in the autumn of last year, and this meeting marks the culmination of these technical changes, as this exciting new concept takes to the circuits for their world debut.

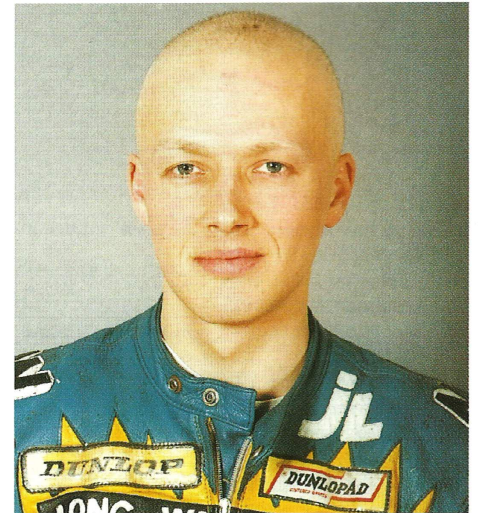
Gary Pinchin looks ahead to hot action POWERBIKES ARE GO!

Get on the gas and light those tyres! Powerbikes are go! The exciting all-new championship for tuned up, fire-breathing proddie-based 1000cc four-strokes gets underway this weekend. It's the manufacturer's chance for bragging rights to who has the best top-of-the-range sportsbike. The all-new Yamaha R1? Honda's massively popular Fireblade? Or Triumph's T595?

So what is a Powerbike? Simply put the class is for four-stroke motorcycles of 701cc and over capacity, with limited Supersport-style engine tuning and liberal chassis modifications. Machines must be based on standard catalogue sports production models which have been manufactured in the last five years and readily available through the normal British retail outlets.

The Yamaha R1 charge is led by Dean Ashton, David Jefferies and Peter Graves. Ashton is a two-time British Unlimited Production Champion and has tuned his own R1 ready for action. Jefferies is also something of a star on the big four-strokes. He's tasted title success in the 1000cc Production British Championship and the Triumph Speed Triple series and is raring to go on his Tony Scott-tuned Yamaha. And Peter Graves... he's already put in a brilliant performance at the opening MCN British Superbike round at Brands, lapping on par with some of the factory bikes on his 1996 Ducati. That was his first race back since coming out on top in another big battle - a fight for life against leukaemia. Fully fit and raring to go, Graves is looking forward to going into a race on equal terms - aboard a brand new Yamaha!

Riding red are the Sanyo Honda duo, Paul Brown and Steve Plater. The team got their 1998 race programme off to a positive start at Brands recently with both riders on the podium in the opening British Supersport Championship round. Now they switch to Russell Savory-fettled Fireblades to take on Yamaha's new flagship.



Peter Graves - back in action after a winter spent beating leukaemia.

Another Honda rider worth watching is former British Supersport 600 rider, Dave Heal on the Cissbury Leathers, Repsol entry.

Not everyone is relying on four-cylinder horsepower. Look out for Francis Williamson on the three-cylinder Jack Lilley Triumph. Francis is one of the most aggressive riders - and he'll need to be. Though the Clive Wood has worked his magic on the triple, it's still going to be an uphill battle against the fours. But in the right weather conditions - and on the right circuit - Francis could just get among the Jap bikes and cause an upset.

"You've heard him talking - but how well can he drive ..."

Pic: Jon Reeves



Five times Truck racing champion Steve Parrish, Eurosport World Superbike commentator, takes to the Donington Park Circuit in his 1200bhp Mercedes

European Truck Racing Cup - August 30/31