

British Superbike Championship















LEISURE GROUP LIMITED

BRANDS HATCH LEISURE GROUP LTD. Fawkham, Longfield Kent, DA3 8NG

Tel: (01474) 872331 (Editorial, Advertising) Tel: 0870 60 60 611 (Event Bookings) Tel: 0990 125 250 (Activity Bookings) Fax: (01474) 874766

CHAIRMAN Nicola Foulston

MANAGING DIRECTOR Richard Green

GROUP FINANCE DIRECTOR Rob Bain

GROUP MOTORSPORT DIRECTOR
John Nicol

GROUP OPERATIONS DIRECTOR
Cathie Robertson

GROUP LEGAL DIRECTOR Alan Goodwin

CIRCUIT MANAGER Jamie Hopper

MANAGER - SPONSORSHIP & SPECIAL PROJECTS Toby Milan

DESIGNER / EDITOR Pete Stevens

ADVERTISING EXECUTIVE Catharine Sherwood

COVER PHOTO Lawrence Peeney

DATA CONVERSION & PRINTING

idm Studio 3b, Beechcroft Estate, Chapel Wood Road, Ash, Kent. TN15 7HX. Tel: (01474) 873227

MEETING ORGANISERS

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

Reprinting in whole or part of any material in this publication is forbidden without prior permission.

© Brands Hatch Leisure Group Limited 1998



Photo: Steve Boniface



Welcome



Welcome to the Motor Cycle News British Superbike Championship here at the super-fast Snetterton circuit.

Thanks to the backing of MCN - the world's No I motor cycle publication - funding television coverage on BBC Grandstand, the British championship is now the premier domestic race series in the world. Prepare yourself to be amazed by some of the top bikers on some of the planet's wildest bikes doing incredible speeds.

The first few rounds of the championship have showed just how open the competition is this year and it's certain that none of the riders will be giving an inch today as they push their machines' performance to the limit down the long Revett Straight.

MCN itself has refocused its racing coverage on superbike racing - because that's what the British biking public tell us they want. In recent months, we've been taking greater notice than ever of what motor cyclists like yourself want to read in MCN. 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 world-leading sports section you'll find more about the technical innovations in topflight racing that'll be 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.

Our expanded road bike section serves 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 all about 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.

If you are in the market for a new or used bike or biking gear there's only one place to go-MCN Bikemart, which today is bigger than it has ever been. Thousands of machines for sales 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. 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 MCN British Superbike rounds.



Adam Duckworth
Editor - MCN
20 - 22 Station Road
Kettering
Northants NN15 7HH

WHEN IT COMES TO FINANCE WE TAKE POLE POSITION

Lloyds Bowmaker is the first name in motorcycle finance, which is why we sponsored the Pole Position award at the 1997 MCN British Superbike Championship and are sponsoring 6 events featuring this year's Championship.

Being in No 1 spot is nothing new to us - we've always been the runaway leaders in motorcycle finance, helping more people to buy their bikes than anyone else. We keep ahead by offering an excellent service through a national network of dealers. Your chosen dealer can arrange your loan and give you specialist advice on your bike purchase.

No wonder we're always in pole position.

Written quotations available on request. Subject to status.









What an incredible start to this season's championship, 4 races 4 different winners. The only rider to appear on the podium at all 4 races, Chris Walker, is staking an early claim for the Championship. today' racing will be every bit as uncompromising as the previous rounds and we are privileged to be sponsoring today's event. Lloyds Bowmaker will be sponsoring 6 events featuring the Championship this year, and what a feast we're all in for. Our involvement in this year's Championship has been considerably stepped up from previous years, reflecting the importance we consider this series to have within the racing calendar as well as acknowledging the ever growing popularity of the series.

We know what effort, dedication and team work is required to get the Teams ready for today. We've been developing the same qualities for over 75 years which is why Lloyds Bowmaker is the recognised leader in motorcycle finance. Whether you're an enthusiast who rides for pleasure, a commuter who prefers the convenience of a motorcycle or a learner looking for your first bike we can help. A Rider Loan from Lloyds Bowmaker can be tailored to suit your individual requirements. Just ask your local motorcycle dealer for details and a free written quotation.

And don't forget, with a Rider Loan you can also include all your motorcycle lifestyle requirements - training (basic, refresher or advanced), clothing, accessories, helmet, panniers, security systems and insurance. What could be simpler? It's a one-stop shop with a Rider Loan from Lloyds Bowmaker.

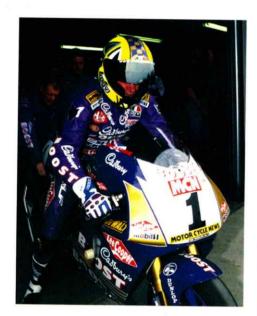




It's fast at Snetterton - but does anyone have the speed to counter the Boost Yamaha missiles?

Editorial by Gary Pinchin

l can't believe it's not Rutter

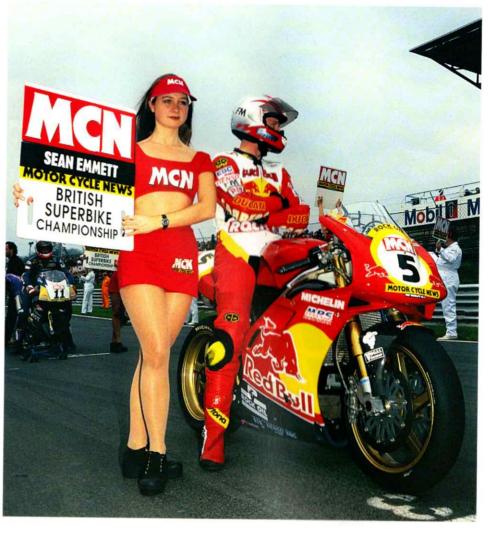


Above: Niall Mckenzie hot on the heels of Chris Walker in the championship standings.

Photo: Terry Howe

Right: Emmett was running well before unfortunatley being sidelined with a broken left

Photo: Steve Boniface



Speed counts at Snetterton. So can anyone match the Boost Yamahas? It's apparent that the YZF750s - the oldest established of the current superbike crop - still enjoys a speed advantage over its rivals. And you could argue it should - after all the Cadbury's Boost Yamaha factory engines are delivered in crates, direct from the Italian base of the World Superbike

Even though Chris Walker led the championship after Oulton Park, he admitted the Kawasaki was down on power to the Yamahas - and what more interesting - that the Suzukis had the drive off the turns over him. "Haydon's bike was a little bit quicker on acceleration but I managed to reel him back in on the brakes," said Walker in the post-race press conference at the Cheshire venue. Really interesting since it's generally accepted that the Suzukis have good top end but lack midrange....

What's also clear is that there is now no love lost between defending champion Niall Mackenzie and Boost new-boy Steve Hislop.

After Hizzy stuffed his machine under

Mackenzie in a last lap lunge at Lodge, the final corner of the Oulton second leg, Mackenzie was moved to state: "He wriggled by in the last corner. I outbraked him but he showed his front wheel. If I'd have tried to hold him off we would have both gone down. I try not to make moves like that. But Steve won."

Mackenzie might have been less than happy with the manoeuvre but, as a prominent figure in the Cadbury's boost camp later pointed out, if it had been a Chris Walker or a lames Haydon from a rival team, they would have pulled the same stunt, given the opportunity....

So a little niggle developing between the Boost boys? As far as Hislop is concerned he's more than happy with the way his season is developing. Especially after that Oulton win his first British national visit to the top of the box since the end of 1995. But for problems with wet weather brake discs in the damp first race at Oulton, Hizzy might have gone to Thruxton within a couple of points of Walker.

If Walker wants to maintain his championship drive, and there's no further development progress on the bhp front by this

weekend, he's going to have to tuck in tight in the slipstream and then make damn good use of those Dunlopads in his Brembos again. And that means more of his usual spectacular action.

Not so spectacular, at least in the first couple of rounds, has been lain MacPherson on the second Team Green machine. At Brands he might have looked subdued, but at Oulton he struggled - still recuperating from the smashed little finger after the Mallory Race of the Year get-off. A relatively minor injury perhaps but one which quite obviously affected his braking performance.

Talking of injuries and what cruel luck the Red Bull team have had this year. First John Reynolds pitches off big time in practice for the Mallory Race of the Year and badly injures his right heel and breaks bones on the outside of his foot. Then Sean Emmett, so competitive in his first ride at Brands, suffers a compound fracture of his left arm and is sideline at least until late June.

JR bravely tried to race at Oulton but the white faced grimace he wore all weekend told

DUCATIEXPERIENCE ()



THE ULTIMATE MOTORCYCLE EXPERIENCE - 01507 343555



Top Left: Rookie Aussie Troy Bayliss is running well on unfamiliar circuits.

Photo: Lawrence Peeney

Bottom Left: Terry Rymer and team mate James Haydon are improving from race to race. Photo: Clive Challinor



of the pain he was in - but never once did he whinge on about it. "I'm here so I might as well give it a go." Talk about commitment. In the end it didn't work for him but full marks for having a go mate!

Enter Matt Llewellyn, super-sub with 600 and Aprilia rides also earmarked for British Championship weekends. Matt was impressive from the start at Oulton despite limited practice on the Ducati. He finished eighth in the first race, crashed in the second. It's likely he'll be on board again this weekend and really deserves a break - as done Ben Atkins crew.

Red Bull Ducati aren't the only team suffering appalling luck. V&M Honda struggled at Brands, trying to get grip with the Michelins in the cold. They completely altered a perfectly good chassis set-up from pre-season testing in an effort to get the tyres hooking up but only compounded the problem leaving both riders unhappy. Then when the temperatures increased for Oulton (to suit the Michelins more) they reverted to the original set-up and presto - close to the pace again.

Then it rained and, of course, Michael

Rutter is noted for his capabilities in the adverse conditions. Result? Race win. But even in the dry race Rutter, and Simpson for that matter, looked much more competitive. Typically, misfortune struck again and Rutter's bike was stricken by an ignition problem. Yes, Jack (Valentine - team boss) was left huffing and puffing again but there are signs it's coming around for the red army.

Suzuki have also been chasing a set-up problem in the early part of the year. Both Terry Rymer and James Haydon have been plagued by mid-corner chatter which makes it almost impossible to get the power on early in the corners. Rymer has said the rear wheel is bouncing off the track surface so bad he has to get the bike virtually upright before he can nail it. However, both riders say the bike is getting better every race. Haydon and Rymer have both been on the podium. The bike has good top end - and, as Walker noted, is also has good enough drive off the corners to get away from the ZXR. Now if only they can dial out that chatter, the GSX-R team is going to be awesome...

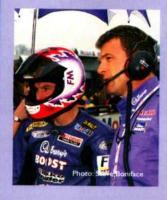
Awesome is an accolade Team GSE Ducati appear on the verge of achieving. Troy Bayliss, despite no prior knowledge of the British tracks, has been top five already and he too is not completely happy with the set up of the machine. The team have a distinct problem in that they are running Dunlops. No problem with the rubber of course - but how many other Ducatis do you know running them. Most, including the factory teams - and Red Bull for that matter, are on Michelins. Again, it's down to fine-tuning that chassis to suit the rubber. Jamie Robinson, the other Team GSE rider, is still settling in on the V-twin after a career on two-strokes. He's been running tail end of the works bunch, wonder if Snetterton will see him higher up the leaderboard?

The People Privateer Cup is developing into a battle between Phil Giles (Sunquest Kawasaki), GT Motorcycles Kawasaki rider Brett Sampson, Ray Stringer on Sabre Airways Kawasaki - and consistent, but underpowered, Dave Heal with the Cissbury Repsol Honda VTR1000. It's a race within a race that guarantees action right through the field.

DUCATIEXPERIENCE ()

THE ULTIMATE MOTORCYCLE EXPERIENCE - 01507 343555

The Mac Report '98



The winter's predictions of the British Championship being the best ever are so far right on.

Every class has got off to a great start; it seems that the roles have been reversed with all the classes being dominated by TT

specialists!

lan Lougher the 125 and 250 lap record holder at the TT leads the 125 championship, John McGuiness is

a potential TT winner and leads the 250 Championship, but the biggest revelation is the TT rapping legend Steve Hislop, (he is now the Teams resident Rapper as he cannot talk without flapping his arms, the faster the lap the bigger the flap!) his Oulton Park form has reminded everyone of his potential and also his desire.

The massive crown at Oulton witnessed a classic confrontation between two of the fastest, smoothest, coolest, precise clinical assassins in the business (OK I admit I am Bias) and it was the TT Rapper who dealt the final blow, with a manoeuvre Jeremy McGrath would have been proud of!

The Wright Stufff



Hello and welcome to Snetterton for rounds seven and eight of the British Superbike Championship. Team Kawasaki comes here intent on continuing the fantastic start we have had to

the 1998 season. As we go to press, Chris Walker is leading the championship after two well deserved podiums at Oulton Park and the team is a close second in the Team/Sponsors Championship, so it doesn't get much better than this!

Two more factors in our favour are that Chris did

exceptionally well here last year, with a win and a second place, so he'll be looking for a similar result. And then there's 'Fearless' MacPherson. With every passing day, lain is getting back to fitness following the finger injury he sustained at Mallory Park six weeks ago. This is very confidence inspiring for all of us. His gritty determination will show though this weekend as he is confident of securing more points - not only for himself, but also the team.

For those of you who went to Oulton Park - what a spectacle, especially the first race. There were so many heart-stopping moments in the wet, I was delighted at the skill and control of the riders and realise just what a

This was Steve's first win for a couple of seasons and we were all over the moon for him, even Niall eventually! We are a pretty close knit team we want to work together as a team and races like Oulton only make our team stronger and the riders more determined.

Four different winners from four starts is perfect, Chris Walker is obviously remembering all we taught him last season with his consistency keeping him at the top of the Championship, I could do with him having an amnesia attack for a couple of races!

Most of the guys enjoy the blast at Snetterton especially the chaps who are sat on a vintage YZF Exocet! I hope the weather works out OK and we get to watch the assassins at work! Book your seats early for the Russell Chicane, that's were I'll be.

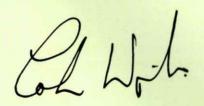
Rob Mac - Manager Team Cadbury Boost Yamaha





competitive level our British Championship has reached. Getting on the podium in both races was great for Chris and the team. Chris has suprised a lot of people this year by adapting to the ZX-7RR so quickly. Being quick, aggressive and consistent is what makes him so exciting to watch and seeing him slide the Ninja into so many corners at Oulton was great entertainment for all. As a spectator sport, there is currently nothing that comes close to British Superbikes in terms of excitement and value for money.

Today we are at one of the fastest tracks in the country! The team have all been working very hard to prepare the ZX-7RRs for this event. With speeds in excess of 170mph, I wouldn't be surprised to see the lap record broken today. On behalf of Team Kawasaki, I hope you have a great time watching it happen!



Colin Wright

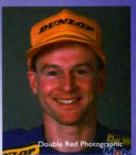




Cadbury Boost Yamaha







Yamaha Y2F750 In-line four. Team Manager: Rob McElnea

Still the team to beat. Mackenzie is good dry or wet. And even Hislop has gained confidence in the wet with the latest Dunlop wets. Bit of niggle developing between the two riders after Hizzy's forceful pass at Oulton. But still the team to beat.

V&M Honda



3. Michael Rutter

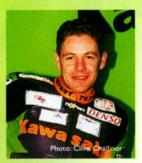


22. Ian Simpson

Honda RC45 V-four. Team Principal: Jack Valentine

Much happier camp now that the temperatures are rising (at least that's what we hope!). The Michelins didn't like the cold early races and sent the team down the wrong route with chassis set-up. Now the RC45s are back to their best. At Oulton it may not have mattered in the wet but Rutter won none the less. Expect both him and Simmo to be on the pace here.

Team Green Kawasaki



2. Chris Walker



6. Iain MacPherson

Kawasaki ZX-7RR in-line four. Team Manager: Colin Wright

Walker is bang on the pace while MacPherson has taken time getting back into the swing of things after smashing his finger in the Mallory Race of the Year. Has the Kawasaki the legs to match the YZF750 on this super fast track? We're about to find out.

Crescent Suzuki



7. Terry Rymer

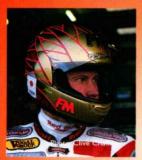


8. James Haydon

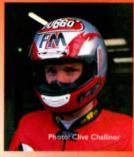
Suzuki GSX-R750 in-line four. Team Principal: Paul Denning

The Suzuki continues to progress. Both Rymer and Haydon complained of mid-corner chatter making it difficult to keep up corner speed - and there was a general lack of mid-range power. But this is one circuit where all -out power counts. The Suzuki is fast and handles the high-speed corners well. That long overdue win at last?

Red Bull Ducati







Sean Emmett

Ducati 916 V-Twin. Team Principal: Ben Atkins

With Emmett still recuperating from the serious arm injury sustained in the Donington WSB round (he expects to be out for two months), Matt Llewellyn continues as 'super-sub'. Reynolds, who tried to race at Oulton but pulled out after one lap in the wet, should be much fitter two weeks on - and the less technically demanding course will place less demands on his injured right heel.

Team GSE Ducati





13. Jamie Robinson

32. Troy Bayliss

Ducati 916 V-Twin. Team Principal: Darrell Healey

Another team on the verge of greatness? The new-look GSE outfit continues to enjoy mixed fortunes with Bayliss running a steep learning curve to top five places in the first couple of rounds while Robinson comes to terms with four-stroke power. What chance team yellow on the podium this weekend?

DUCATIEXPERIENCE (



M/M

an Initial Trial

Fill in this coupon, tear it out and post it into one of the entry bins provided at the Brands Hatch Leisure Group Activity display and you could WIN the ride of a life-time at the Ducati Experience.



Name:	
A -1-1	
Address:	
Postcode:	
Doutimo To	Janhana Numbari
Daytime Te	elephone Number:

If you do not wish to receive any further information from Brands Hatch Leisure Group Limited please tick this box

DUCATIEXPERIENCE (



The Ultimate Motorcycle Experience

On March 21st Cadwell park will reverberate to one of the most glorious and evocative sounds in the world of motorcycling. The unique exhaust note of the Ducati V-Twin will signal the arrival of a fleet of brand new Ducati 748s and the launch of The Ducati Experience.

Ever since the first Ducati 916 rolled off the production line in 1994 its styling, geometry and handling (which it shares with its middleweight cousin the 748) have turned heads and tugged at the heartstrings of a whole generation of bikers. Three World Superbike Championships later and

these machines still rate as the most desirable things on two wheels.

So when Brands Hatch Leisure Group posed itself the question 'what do bikers really want?' the answer wasn't long coming and now, in collaboration with Moto Cinelli, the UK's sole importer of Ducati Motorcycles, we're proud to present The Ducati Experience.

See the activity display under the Paddock Hill grandstand for further details or call Cadwell Park on 01507 343 555.



LEISURE GROUP LIMITED

Experience n. contact, involvement, knowledge, participation, training, adventure, encounter, episode, event, happening, test, trial.





WORLD SUPERBIKE CHAMPIONSHIP

BRANDS HATCH, KENT 31st July - 2nd August 1998

Book you tickets in advance and save money.

(67,000 people can't be wrong)



LEISURE GROUP LIMITED

FLAG SIGNALS



Chequered

End of the race or practice session



To indicate that a quicker competitor is about overtake.



Yellow & Red (stripes)

Possible loss of adhesion to track surface.



All clear, at the end of the danger area controlled by yellow flags. Shown on first lap of practice to indicate marshal



White

vehicle is on the circuit. The white flag is used to indicate what section of the track the vehicle is in.



Yellow with Black Cross

To indicate the start of the



Black with Orange Disk

Shown with a number board to indicate mechanical problems of which the rider may not be aware. Rider must leave the circuit immediatly.



Danger, slow down sufficiently to ensure that full control of the vehicle can be retained. No overtaking. Be prepared to take evasive action or stop necessary.



Immediately cease driving at racing speed and proceed slowly, without overtaking and with caution to the pits or startline as indicated by the marshals.



Shown with a number board indicating to that rider that he must stop within one lap of receiving the signal and report to the Clerk of the Course. A penalty of exclusion may be inforced.



Black & Yellow (quartered)

Vehicle must slow sufficiently (about 50mph) and line up, in order, behind the leader while a hazard is removed from the circuit. The race will resume after a green flag is shown.











ou've seen the red-hot action in today's round of the 1998 Motor Cycle News British Superbike Championship here at Snetterton - but there's only one way to find out what really went on behind the scenes.

Buy Motor Cycle News on Wednesday for the definitive coverage of today's racing. Not only is it a great souvenir of your day, but it's the only way to find out all the news, gossip and views from inside the paddock and around the world.

Motor Cycle News - The essential weekly read for all motor cyclists - on sale every Wednesday.

19/20/21 June

Donington Park

17/18/19 July

Oulton Park

7/8/9 August

14/15/16 August

Knockhill

Mallory Park

29/30/31 August

Cadwell Park

4/5/6 September

Silverstone

18/19/20 September

Brands Hatch

25/26/27 September

Donington Park

(For further information contact:)

Brands Hatch, Oulton Park, Snetterton,

Cadwell Park

Donington Park

0870 6060611

Thruxton

01332 850955

Mallory Park

01264 772696

Silverstone Knockhill

0115 9129128 01327 857273 01383 723337

Officials of the meeting

CLERK OF THE COURSE ADMINISTRATION John Ward

CLERK OF THE COURSE OPERATIONS Stuart Higgs

DEPUTY CLERKS OF THE COURSE David Bailey, John Hopkinson

CHAMPIONSHIP CO-ORDINATOR Doug Barnfield

SECRETARY OF THE MEETING Julie Kimpton

CHIEF TIMEKEEPER Ron Summerfield

CHIEF TECHNICAL ELIGIBILITY OFFICER Barry Hibbet

CHIEF MCRCB ELIGIBILITY OFFICER
Graham Milton

STARTER John Ward

CHIEF MARSHAL Margaret Howlett

MARSHALS Racesafe Marshal Association

CHIEF INCIDENT OFFICER
Alan Howlett

STEWARDS OF THE MEETING Les Needham and Jeff May

Meeting Organisers

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

Manager:

D. Barnfield

Secretary:

Miss. J. Kimpton

Press Officer:

Dave Fern

Course Vehicles:

Carnell

MCRCB Course Car:

Audi S8 Quattro (Audi UK Ltd)





8th - 10th May 1998 Snetterton

Timetable

Friday 8th April - Free Practice		
British Powerbike Championship	09.00 - 09.25	
Sanyo 125cc British Championship	09.35 - 10.00	13.10 - 13.40
Sanyo 250cc British Championship	10.10 - 10.35	13.50 - 14.20
MCN British Superbike Championship	10.45 - 11.10	14.30 - 15.00
Sanyo Supersport 600 British Championship	11.20 - 11.45	15.10 - 15.40
Honda CB500 National Cup		15.50 - 16.15
125cc National Championship		16.25 - 16.50
Honda CB500 Newcomers Cup (in. Ladies Cup)		17.00 - 17.50
Superbike Magazine Sports Production National Championship		17.35 - 18.00
riday 8th April - Qualifying Practice		
British Powerbike Championship	12.30 - 13.00	
aturday 9th May - Qualifying Practice		
British Powerbike Championship	09.00 - 09.25	
Sanyo 125cc British Championship	09.35 - 10.00	14.15 - 14.45
Sanyo 250cc British Championship	10.10 - 10.35	14.55 - 15.25
MCN British Superbike Championship	10.45 - 11.10	15.35 - 16.05
Sanyo Supersport 600 British Championship	11.20 - 11.45	16.15 - 16.45
Honda CB500 National Cup	11.55 - 12.15	
Honda CB500 Newcomers Cup (in. Ladies Cup)	12.25 - 12.45	
125cc National Championship		16.55 - 17.15
Superbike Magazine Sports Production National Championship		17.25 - 1745
aturday 9th May - RACES - 13.30		
I. British Powerbike Championship		25 Laps
unday 10th May - Practice / Warm Up		
MCN British Superbike Championship	09.00 - 09.10	
125cc National Championship	09.20 - 09.30	
Sanyo Supersport 600 British Championship	11.20 - 11.45	
Sanyo 250cc British Championship	10.00 - 10.10	
ACES START 10.30		
1. Honda CB500 Newcomers Cup (in. Ladies Cup)		10 Laps
2. 125cc National Championship		10 Laps
Pit Lane Walkabout - 11.20 - 12.15		
ACES START 12.30		
3. Superbike Magazine Sports Production National Championship		12 Laps

4. MCN British Superbike Championship

6. Sanyo Supersport 600 British Championship

5. Sanyo 125cc British Championship

7. Sanyo 250cc British Championship

9. Honda CB500 National Cup

8. MCN British Superbike Championship

18 Laps

20 Laps

20 Laps

20 Laps

18 Laps

10 Laps

RACE I (Sat) 10 LAPS

BRITISH POWERBIKE CHAMPIONSHIP

FACTFILE

Championship 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 Championship 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 prededing five years and have been readily available to

the public through normal British retail

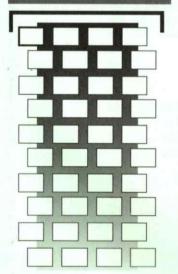
outlets and have been imported by the

officail British importer. Championship Dates

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

No.	Rider	(Hometown)	Entrant/Owner/Sponsor	Machine
1	Paul Brown	Scunthorpe	Sanyo Digicam Honda Britain	Honda
2	Steve Plater	Woodhall Spa	Sanyo Digicam Honda Britain	Honda
3	Mick Corrigan	Sheffield	Nicmonira Racing	Honda
4	Andrew Strudwick	Chertsey	Leisuro Repair Service	Suzuki
5	Pete Beal	Towcester	Pete Beal Racing	Yamaha
9	David Jefferies	Shipley	Alan Jefferies Racing	Yamaha
11	Mark Coleing	Loughton	Hyside Motorcycles/S.Essex Mototrcycles	Yamaha
14	Pete Graves	London	Pete Graves Racing	Yamaha
15	Dean Ashton	Hull	Ashton Performance Centre	Yamaha
24	Paul Jones	Swansea	M & P Accessories	Kawasaki
29	Andy Bailey	Abingdon	Corner House Seat	Yamaha
32	Mark Wright	Bathgate		Suzuki
33	Francis Williamson	Petersfield	Clive Wood/Jack Lilley Racing	Triumph
36	Chris Marsden	Newark	to the state of th	Suzuki
64	Windsor Jones	Shrewsbury	PJM Racing	Suzuki
77	Richard Grover	Hock		Yamaha
88	Colin Hipwell	Doncaster	Sloanes Tavern/PSU Designs	Suzuki
90	Neil Jones	Sunbury on Thames	A STATE OF THE PARTY OF THE PAR	Honda
99	John Cartwright	Rugeley		Kawasaki

STARTING GRID



LAP RECORD

TO BE ESTABLISHED

 RESULTS

 1st ____ 2nd ___ 3rd ___ 4th ___ 5th ____ 6th ____ 7th ____ 8th ____ 9th ____ 10th _____

 Winner's time: ____ Speed _____ mph. Fast.lap: No ____ Time ____ Speed _____ mph

RACE I (Sun) 10 LAPS

HONDA CB500 NEWCOMERS CUP INCLUDING LADIES CUP

FACTFILE

Championship Information

Honda CB500. All machines be supplied by an authorised Honda dealer.

Points Scoring

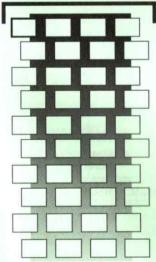
Points will be awarded to the riders listed as classified finishers in the Final Results.

Championship Dates

- I April 5 Mallory Park
- 2 May 8/10 Snetterton
- 3 May 25 Cadwell Park
- 4 June 19/21 Donington
- 5 July 17/19 Oulton Park
- 6 July 25/26 Croft
- 7 August 29/31 Cadwell Park
- 8 September 4/6 Silverstone
- 9 September 18/20 Brands Hatch
- 10 October 18 Thruxton

No.	Rider	(Hometown)	Entrant/Owner/Sponsor	Machine
0	Guest Journalist			Honda
1	Mark Lord	Blackpool		Honda
2	Alan Tanton	Hull		Honda
3	Ray Sinckler	London	Hartgate Motorcycles Ltd	Honda
5	Mark Foster	Margate		Honda
6	Nick Russell	Oxford		Honda
7	Alan McCutcheon	Sutton Coldfield	Sherwood Motorcycles	Honda
8	Martin Smart	York		Honda
9	Jim Parry	Witney		Honda
10	Paul Garner	Stockport		Honda
11	James Allison	Kendall	John Hall Motorcycles Ltd	Honda
12	Brad Howell	Pontefract	RA Wilson Motorcycles	Honda
14	Donald Hendry	East Kilbride		Honda
15	Michael Waring	London		Honda
16	Jeffrey Money	Bridgewater		Honda
17	Robert Perkins	Old Coulsdon		Honda
18	Domonic Cann	Crediton	Paul Branson Motorcycles	Honda
19	Kevin Morgan Jnr	Shrewsbury	Shrewsbury Honda Centre	Honda
20	Gavin Slingsby	Mansfield		Honda
21	Peter Robinson	Oldham		Honda
22	Chris Firmin	Aylesbury	Street Machine	Honda
23	Adrian Kershaw	Stockport		Honda
24	David Bufton	Walsall		Honda
25	John Smith	Leeds	Team Colin Appleyard Racing	Honda
26	Dean Henry	Shepstead		Honda
27	Alec Avery	Farnham		Honda
28	Simon Parkins	Wendover		Honda
29	Nick Eakhurst	Camden Town	Drayton Croft	Honda
30	Michael Gavin	London	TG Racing	Honda
31	Simon Cook	Wirral	Mike Hose MCs/Classic Collection	Honda
32	James Clarke	Eastbourne	John Harris Motorcycles	Honda
33	Casper Killick	Long Melford		Honda
35	Darren Sullivan	St Neots	St Neots Motorcycle Company Ltd	Honda
36	Keir Brown	Newton Abbot	GT Motorcycles Ltd	Honda
37	Kevin Sweet	Devon	GT Motorcycles Ltd	Honda
38	Adrian Rush	lpswich		Honda
44	Philip Rudd	Ellisfield		Honda
45	Ricardo Garrote	Morden	Carbon Tek International	Honda
48	Richard Harrison	Darlington	North Yorks Road Racing Supporters Club	Honda
49	Johnathon Harrison	Darlington		Honda
50	Scott Grimsdall	Chiswick		Honda
52	Robert Marshall	Rotherham	Pidcocock Motorcycles	Honda
58	Steve Bryan	South Wirrall		Honda
60	Maria Costello	Northampton		Honda
				1.1

STARTING GRID



	-	-

LAP RECORD

NICK CHADWICK (Honda)

time: Im 30.40sec average speed: 77.73mph

date: 11.05.97

				-	
R	ES	u	LT	S	

Stephen Whitt

Glenn Molloy

Carl Willaton

Vincent Bunn

69

71

74

Nottingham

Shrewsbury

Hatchend

Woodhall Spa

 1st
 2nd
 3rd
 4th
 5th
 6th
 7th
 8th
 9th
 10th

 Winner's time:
 Speed
 mph. Fast.lap: No
 Time
 Speed
 mph

Ajet Drain Services

Honda

Honda

Honda

Honda

RACE 2 10 LAPS

NATIONAL 125CC CHAMPIONSHIP

Entrant/Owner/Sponsor

Machine

(Hometown)

FACTFILE

Championship Information

This is a 10 round Championship designed to "bridge the gap" between club and British racing. Competitors have to be registered MCRCB and cannot include any ric who finished in the top 10 in any E championship, excluding the Superor any rider who finished in the to

three of any race in a British championship, including the Supert Machines have to be 80-125cc, two stroke, one cylinder, six gears maxi minimum weight 65kg.

Points Scoring

25 - 20 - 16 - 13 - 11 - 10 - 9 --6-5-4-3-2-1.

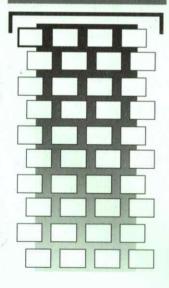
Championship Dates

- March 28/29 Brands Hatch
- April 5 Mallory Park 2
- April 24/25/26 Oulton Park
- May 8/9/10 Snetterton
- 5 May 25 Cadwell Park
- June 19/20/21 Donington
- July 25/26 Croft
- August 29/30/31 Cadwell Park
- September 25/26/27 Doningto
- 10 October 18 Thruxton

d with
der
British
teens
20
P.
teens.
0-
imum,
irnum,
8 – 7
on
,,,

No. Rider

STARTING GRID



NO.	Rider	(Hometown)	Entrant/Owner/Sponsor	Machine
51	Steve Parsons	(Witney)		Aprilia
52	Sam Owens	(Gayton)		Honda
53	Charles Topham	(Guisborough)	Breadline Racing/NYRRSC	Honda
54	Andrew Beever	(Huddersfield)		Honda
55	Martin Kelly	(Leyland)		Honda
56	Ben Houldsworth	(Washington)	Bishops Move Racing	Honda
57	Nigel Piercy	(Bedford)	Lloyds TSB Bank (Isle of Man) Limited	Honda
58	lan Gardner	(Sheffield)	Lewis Gardner	Honda
59	David Gatenby	(Stockton on Tees)	Joe-Joes Motorcycle Breakers/NYRRSC	Honda
60	Russell Aspden	(Burnley)		Honda
61	Sean Smith	(Bristol)	Dennis Trollope Racing	Yamaha
62	Phil Gatland	(South Merstham)		Honda
63	Matt Jackson	(Blackpool)	John Hall MCs (Blackpool) Ltd/	Honda
64	David Parmen	(Lincoln)		Yamaha
65	Austin Foy	(Darwen)		Honda
66	Chris Ascott	(Aylesbury)	Blane and White	Honda
67	Christian Elkin	(High Peak)	ACE Motorcycles, Macclesfield	Honda
68	James Crumpton	(Stourport on Severn)	Merrydown Racing	Honda
69	Neil Pearson	(Llandudno)	AUto Industry Ltd	Honda
70	Edward Fawsitt	(Dagenham)	Streets Consultancy Services	Honda
71	Christopher Hornsby	(Brigg)		Honda
72	Todd Dowty	(Salisbury)	Big Splash Promotions	Honda
73	Michael Gavin	(London)	TL Racing	Honda
74	Colin Steele	(Liverpool)		Honda
75	Ryan Glover	(Dunstable)		Honda
76	Mark Handley	(Hayes)	HGB Motorcycles (Ruislip)	Honda
77	Carl Ogden	(Newark)		Honda
78	Graham Darby	(Burnley)		Honda
79	Shaun Blower	(Nottingham)		Honda
80	Martin Frost	(Preston)		Honda
81	Christopher Cannell	(Laxey)	Lloyds TSB Bank (Isle of Man) Limited	Honda
82	Guy Etherington	(Bordon)	Mick Walker Racing	Honda
83	Graham English	(St Albans)		Honda
84	lan Nicholls	(Stroud)		Honda
85	John Foy	(Blackburn)		Honda
86	John Anderton	(Belfast)		Honda
87	Michael Laverty	(Toombridge)	Team Millar/Honda Britain	Honda
88	John Jackson	(Worcester)		Honda
89	Gary Baxter	(Peterborough)		Honda
90	Christian Harvey	(Fareham)		Honda
91	Brian Clark	(Fareham)		Honda
92	Greg Upton	(Berkhamstead)		Honda
93	Phil Harvey	(Goole)		Honda
94	Kenny Robinson	(Ballymena)		Honda
95	Mark Kirk	(Llewitha)		Honda
96	Adam Loft	(Dartford)		Honda
97	Philip Argent	(Warrington)		Honda
98	James Ford		ACE Motorcycles	Honda
99	Colin Randall	(Walsall)		Honda
100	Michael Hill		Sibir Refrigeration (Ibris Ltd)/NYRRSC	Honda
	000000000000000000000000000000000000000	()	The result of the second of th	riolida

LAP RECORD

FERNANDO MENDES

(Honda)

time: Im 16.07sec average speed: 92.38mph

date: 11.05.97

RESULTS

3rd 5th Winner's time: Speed mph. Fast.lap: No Time

RACE 3 12 LAPS

SUPERBIKE MAGAZINE SPORTS PRODUCTION NATIONAL CHAMPIONSHIP

D&E Racing

Entrant/Owner/Sponsor

FACTFILE

Championship Information

All motorcycles must be standard catalogue sports production models of quantity production which have been munufactured within the preceding five years and sold fully equipped with lighting and have been readily available to the public through normal retail outlets. Motorcycles must conform to their descriptive catalogue and workshop manuals distributed throughout the retail trade

701cc and over - four stroke. Rotaty engine machines are not permitted.

Points Scoring

Points will be awarded to the riders listed as classified finishers in the final results

Championship Dates

- April 5 Mallory Park
- May 8/10 Snetterton 2
- May 25 Cadwell Park 3
- June 19/21 Donington
- July 25/26 Croft
- September 4/6 Silverstone
- September 25/27 Donington
- October 18 Thruxton

No.	Rider
1	Enzo Di Clemente
2	Roki Read
3	John Henderson
4	Alastair Ecclesfield
5	Rhys Boyd
6	Gary Mason
7	Gary Byrne
9	lan Armstrong
10	Stephen Binks
11	Mark Coleing
12	Gus Scott
13	Dan Harris
14	David Castle
15	Paul Shook
19	Tony Jimenez
20	Steven Brogan
21	Mark Burr
23	Chris Sherring
27	Paul Teasdale
28	Robert Capps
29	Andy Bailey

Tom Lannon

Mark Wright

Sanjay Sharma

Carl Marsden

Dean Ellison

Ben Raynor

Rob Frost

Gary Lyford

Tom Cuddy

Robert Jones

Neil Jones

Nigel Lawrence

Anthony McNally

Marcus Yeomans

Richard Grover

Francis Williamson

30

32

33

34

36

37

38

41

45

49

60

65

77

88

90

Woking Bikeshop Ross on Wye Scunthorpe Mitcham Hartgate Motorcycles Ltd Rugeley Aspley Racing Dev. Ltd Harrow **HGB Motorcycles** Halifax Vimori Racing Leeds Loughton Kendal London Skipton Blackwood Kingston U Thames Skelmersdale Darlington Farringdon Lowestoft Lowestoft Abingdon

Chesham

Bathgate

Newark

Kendal

Ferring

Chelsea

Hove

Tirley

London

Newbury

Petersfield

Bexhill-on-sea

Tewkesbury

Macclesfield

Melton Mowbrey

Sunbury on Thames

(Hometown)

Leeds

Hyside Mcycles/S. Eden Mcycles Fowlers Motorcycles Team Frontiers Lenthwaite Eng. Contract Energy Mgt Young Guns No Limits Racing AR Motorcycles AR Motorcycles Cornerhouse Seat

Clive Wood/Jack Lilley Racing

Suzuki Ducati Suzuki Triumph Yamaha Suzuki Honda

Honda

Machine

Honda

Yamaha

Suzuki

Honda

Honda

Yamaha

Honda

Triumph

Yamaha

Yamaha

Yamaha

Yamaha

Yamaha

Honda

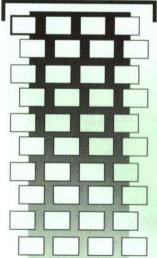
Honda

Honda

Suzuki

Westmorland Car sales Suzuki Suzuki Honda Kawasaki Yamaha Yamaha Yamaha Rock Oil London Ducati

STARTING GRID



-	Share of the last	No.		
			100	
			10	

LAP RECORD

TO BE ESTABLISHED

	200		
	-	 -	•
- 6	-	 	
	-	 3.8	

2nd 3rd Winner's time: Speed mph. Fast.lap: No Speed mph.

RACES 4 & 8 18 LAPS

FACTFILE

Series Information

Series Information
Machines have to comply with the 1998
Superbike Regulations issued by the FIM with a
minimum weight of 162kg. Machines may be:
601-750c., 4-stroke, 4 cylinders; 601-90cc, 4stroke, 3 cylinders; 751-1000cc, 4-stroke, 2
cylinders. A control fuel is mandatory, this is Elf
Racing Unleaded, complying to FIM regulations.
Rider Eligibility

The status of these races is International. Riders with ACU or SACU competition licences have to be registered with MCRCB. Overseas riders (including Ireland) need an FIM International Licence or a European "A" licence together with "start" permission from their FMN plus MCRCB registrative. registration.

Points Scoring 25–20–16–13–11–10–9–8–7–6–5–4–3–2–1 25-20-16-13-11-10-9-8-7-6-5-4-3-2-1.

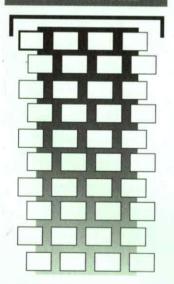
Manufacturers championship, points awarded, on the scale of the riders, to the highest placed machine of each particular manufacturer, providing machine is classified as a finisher. Sponsors/team championship, points awarded, on the scale of the riders, to the two highest placed machines from each team, providing they are classified as finishers.

machines from each team, providing they are classified as finishers.

Championship Dates
1&2 March 28/29 Brands Hatch
3&4 April 24/25/26 Oulton Park
5&6 May 3/4 Thruxton
7&8 May 8/9/10 Snetterton
9&10 June 19/20/21 Donington Park
11&12 July 17/18/19 Oulton Park
13&14 August 7/8/9 Knockhill
1&16 August 14/15/16 Mallory Park
17&18 August 29/30/31 Cadwell Park
19&20 September 18/19/20 Brands Hatch
21&22 September 18/19/20 Brands Hatch
23&24 September 25/26/27 Donington Park
THE PEOPLE Privateer's Cup
A championship within a championship for
MCRCB registered privateer riders. These are
defined as either riders owning their own
competition machines, or leasing, or renting
them. A privateer does not receive any

competition machines, or leasing, or renting them. A privateer does not receive any substantial or financial assistance from any manufacturer or importer, and the control and management of his team is not influenced by any manufacturer or importer.

STARTING GRID



LAP RECORD

Niall Mackenzie (Yamaha) time: Im 07.95sec average speed: 103.42mph date: 11.05.97



British Superbike OTOR CYCLE NEWS Championship



— incorporating THE People Privateers Cup —

	No.	Rider	(Hometown)	Entrant/Owner/Sponsor	Machine
	1	Niall Mackenzie	(Stirling)	Team Cadburys Boost Yamaha	Yamaha
	2	Chris Walker	(Nottingham)	Team Kawasaki (UK) Ltd	Kawasaki
	3	Michael Rutter	(Stourbridge)	V&M Honda Britain	Honda
	4	John Reynolds	(Nottingham)	The Reve Racing Company Ltd	Ducati
	5	Sean Emmett	(Weybridge)	The Reve Racing Company Ltd	Ducati
	6	lain MacPherson	(Glasgow)	Kawasaki Motors (UK) Ltd	Kawasaki
	7	Terry Rymer	(Culverstone)	Sony Suzuki/Crescent Racing Ltd	Suzuki
	8	James Haydon	(Berkhamsted)	Sony Suzuki/Crescent Racing Ltd	Suzuki
	9	Phillip McCallen	(Portadown)	Honda Britain	Honda
	11	Steve Hislop	(Douglas)	Team Cadburys Boost Yamaha	Yamaha
	PI2	Brett Sampson	(Plymouth)	GT Motorcycles, Plymouth	Kawasaki
	13	Jamie Robinson	(Kenilworth)	Team GSE Racing	Ducati
	PI4	Pete Graves	(London)	Pete Graves Racing	Ducati
	P15	Dean Ashton	(Hull)	Ashton Performance Centre	Ducati
	P16	Max Vincent	(Earl Shilton)	Sabre Racing	Kawasaki
	PI7	Ray Stringer	(Stoke Golding)	Sabre Racing	Kawasaki
	PI8	Lee Humphries	(Kettering)	H B Humphries/ASC Metals	Kawasaki
-)	P19	Dave Heal	(Heathfield)	Cissbury Racing Repsol Honda	Honda
	P20	Nigel Nottingham	(Nantwich)	Mistral Heating Boilers	Yamaha
	P21	Phil Giles	(Nottingham)	Sunquest Holidays	Kawasaki
	22	Ian Simpson	(Dalbeattie)	V&M Honda Britain	Honda
1	P23	Neil Cray	(Kempston)		Kawasaki
- 1	P24	Paul Jones	(Swansea)	Travel City Direct	Yamaha
- 1	P25	Roger Smith	(Stoke on Trent)	Team "3 till 3"	Yamaha
1	P26	Nic Robb	(Ashton-U-Lyne)	Team NR Ace Performance	Yamaha
1	P28	Dave Mabbutt	(Milton Keynes)		Kawasaki
1	P29	Jim Hodson	(Wigan)	Len Anderson Racing	Kawasaki
1	P30	Jon Ward	(Leicester)	Ward Conversions/Dust Off	Ducati
- 1	P31	David Higgins	(East Horsley)		Suzuki
	32	Troy Bayliss	(Australia)	Team GSE Racing	Ducati
1	P35	John Barton	(Isle of Man)		Ducaci
ı	P36	Carl Marsden	(Newark)		Suzuki
F	P40	John Pugh	(Birmingham)		Kawasaki
F	P46	John Bennett	(Briton Ferry)		Kawasaki
F	P47	Alexander Kvintas	(Ilkeston)		Ducati
F	288	Colin Hipwell	(Doncaster)	PSU Designs/Sloanes Tavern	Suzuki
F	96	Steve Marks	(Godalming)	Clifford James Footware	Kawasaki

P indicates eligibility for the People Privateers Cup

RESULTS - RACE 2

3rd 5th 6th_ 7th_ 9th_ 10th Winner's time: Speed mph. Fast.lap: No _ Speed mph.

RESULTS - RACE 6

3rd_ 4th 5th 6th 7th_ 8th _ 9th_ 10th Winner's time: _ Speed mph. Fast.lap: No mph.

	d d					Ž.		9	¥ ;	ž.			<u></u>
	March 27.	April 247	9 %	SI DO		Z = Z		Avenue Par	Avenue 1	1893	21/22	920	7
	Party Party	Pril 2	The same	May 8/10	June Johnston	July 17/10	Average of the second	Aware P	August	Sept 4/4	Sept	Sept 25/2	No.
			5/6	7/8	9/10	11/12	13/14	15/16	17/18	19/20	21/22		73
1.	Chris Walker25/16	16/16	*	- 51							-		68
2.	Niall Mackenzie10/25	13/20		3.00								医	61
3.	Steve Hislop9/20	7/25								Sin		300	48
4.	James Haydon16/8	11/13	-									SQ 707	44
5.	Troy Bayliss13/11	9/11				ald !							41
6.	Terry Rymer11/10	25/-				1,000							38
7.	Michael Rutter	-/-											33
8. 9.	lan Simpson/5	10/10					-					de almes	25
10.		6/-								4		ALLANDS TO	23
	Jamie Robinson3/3	5/8										1 2 5 1 5	19
12		4/7	-										15
	John Reynolds7/6	-/-					-		-				13
	Brett Sampson/2	4/6				60		100				145240kg	12
	Ray Stringer/-	2/9				THE STATE OF					-		11
	. Matt Llewellwyn/-	8/0							-			1	8
	. Dave Heal	1/5	No.				1		-			ALIA :	7
	. Pete Graves5/-	-/-	10.40	-		Per la		199400		4			5
=	the state of the s	3/2	010			1000		A STATE			-		5
20	. Colin Hipwell/-	-/4			-		-					1.51	4
21	. Max Vincent2/1	-/-					-				-		3
=	Jim Hodson/-	-/3		4 50	-		-		-		-	- 100	3
23	. Roger Smith/-	-/1	-	- 1	-		-	100 E 1	-	•			1
E	rivateers												
1.	Phil Giles20/25	-/20	-		-	1.2	100		-		-	11.	65
2.	Brett Sampson/20	25/16	-		-	S. Cal	-	-	-				61
3.	Dave Heal13/13	13/13		- 12	-			-		***	-	100	52
4.	Ray Stringer/-	16/25		E-10	-	THE REAL PROPERTY.							41
5.	Roger Smith10/11	11/8			-	75.00	-		-				40
6.	Max Vincent16/16	-/-	-		-			10 to					32
7.	Control of the Contro	-/11				13.281	-						
8	Nigel Nottingham/-	20/9	-			Total	-	A BAND					29
9.		-/-	1.0	N. STER	1.77							- District	16
). Paul Jones/-	10/6			7						1		10
	nanufacturers'	12112	No.								1		73
1.		16/16	N. Car			the state							73
=	Yamaha10/5	13/25 20/13	1000	· His		459				100		ALT IN	59
3.		9/11	110										53
4.		23/10								Swing!	-		48
5.		23/10	9	- INGE								A CONTRACTOR OF THE PARTY OF TH	
	ceams 19/45	20/45			1	Glerky		Sympo					129
, I.		22/16		Mark.								191	96
2.	27/10	31/13	Sening.				-	200 E		1	-		89
3.	4/12	35/10		83					4 -				63
4	14/14	14/19	-						-	AVE.			63
6	27/19	8/-	1				4		-	-	-		54
6	. Neve Ned Bull												

RACE 5 20LAPS

Darran Gawley

(Hometown)

(Portadown)

(High Wycombe)

(Smalley)

(Cottingham)

Rider

No.

BRITISH 125CC CHAMPIONSHIP

FACTFILE

Technical Regulations

Machines over 80cc, up to 125cc, 2stroke, one cylinder. Six gears maximum. Minimum weight 65kg. A control fuel must be used, either Elf Racing Unleaded or Avgas 100LL.

In exceptional circumstances the MCRCB may impose a weight penalty if a rider is shown to have a significant advantage.

Rider Eligibility

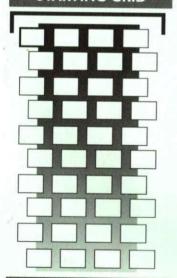
The status of these races is International. Riders with ACU or SACU competition licences have to be registered with MCRCB. Overseas riders (including Ireland) need an FIM International Licence or a European "A" licence together with "start" permission from their FMN plus MCRCB registration. **Points Scoring**

25-20-16-13-11-10-9-8-7-6-5-4-3-2-1. Manufacturers championship, points awarded, on the scale of the riders, to the highest placed machine of each particular manufacturer, providing machine is classified as a finisher.

Championship Dates

- March 28/29 Brands Hatch
- April 24/25/26 Oulton Park
- May 3/4 Thruxton
- May 8/9/10 Snetterton
- June 19/20/21 Donington
- July 17/18/19 Oulton Park
- August 7/8/9 Knockhill
- August 14/15/16 Mallory Park August 29/30/31 Cadwell Park
- 10 September 4/5/6 Silverstone
- September 18/19/20 Brands Hatch
- September 25/26/27 Donington

STARTING GRID



LAP RECORD

FERNANDO MENDES

(Honda)

time: Im 16.07sec

average speed: 92.38mph

date: 11.05.97

	Darran Carrier	(I OI Ladowii)
5	Chris Palmer	(Preston)
6	Phelim Owens	(Dungannon)
7	Pete Jennings	(Evesham)
8	Steve Patrickson	(Shipley)
9	Gavan Morris	(Rugeley)
10	David Mateer	(Lisburn)
11	Robin Appleyard	(Keighley)
12	lan Lougher	(Rhoose)
13	Alan Green	(Bristol)
14	Paul Notman	(Stapleford)
15	Nigel John	(Swansea)
16	Andrew Sawford	(Sandy)
17	James Mostyka	(Barnsley)
18	Paul Robinson	(Ballymoney)
19	Leon Haslam	(Smalley)
20	Daniel Tarratt	(Mowbray)
21	Tom Tunstall	(Huddersfield)
22	Lee Jackson	(Lincoln)
23	Chris Martin	(York)
24	Andi Notman	(Stapleford)
25	Mark Davies	(Barnsley)
26	Mathew Ford-Dunn	(Steyning)
27	Martin Pollard	(Leeds)
28	Ian Wiltshire	(Bristol)
29	Russell Chatterton	(Upminster)
30	David Dawson	(Manea)
31	Barry Waumsley	(Stamford)
32	Mark Keen	(Aylesbury)
33	Tim Jones	(Aylesbury)
34	Michael Wilcox	(Lincoln)
35	Geoff Rimmer	(Formby)
36	Gavin Lee	(Southampton)
38	Darren Murphy	(Kirk Michael)
39	Andy Walker	(Wimborne)
40	Mark Carkeek	(Kettering)
41	Bill Hutchinson	(West Hallum)
42	Gary May	(Hungerford)
43	Andrew Tipton	(Whitney)
44	Damien Cahill	(London)
45	Jeremy Goodall	(Scarborough)
46	Anna Wilkin	(Sandhurst)

Entrant/Owner/Sponsor	Machin
	Honda
L Rumney/Garstang Cleaning Services	Honda
	Honda
Potterton	Yamaha
Peter Howell Office Partitions	Honda
AMV Racing/Eastern Banks Racing	Honda
	Honda
Team Colin Appleyard Racing	Honda
Scania (GB) Ltd/Honda Britain	Honda
Breadline Racing	Honda
Speedline Motorcycles	Honda
	Honda
St Neots Motorcycle Co Ltd	Yamaha
TJW Racing	Aprilia
	Honda
Honda Britain/Wrangler	Honda
	Honda
Mick Walker Racing	Honda
ES & CG Jackson Pine Furniture	Honda
Team Colin Appleyard Racing	Honda
Speedline Motorcycles	Honda
	Honda
Bishops Move Racing	Honda
TJW Racing/KNAUF	Aprilia
Dennis Trollope/Morris Lubricants	Yamaha
	Honda
	Honda
Overdraft Racing	Honda
	Honda
	Honda
Team Swapz Racing	Honda
Garstang Cleaning Services	Honda
Dennis Trollope Racing/Morris Lubricants	Yamaha
Lloyds TSB Bank (Isle of Man) Limited	Honda
Steve Bateman Superbikes	Aprilia .
C-F Technique	Honda
	Honda
Padget Ltd	Honda
	Honda
Rock Oil London	Honda
	Honda
Blade Motor co Ltd	Honda
Powerbiking - Brian Gray Motorcycles	Honda

Honda

Honda

RESULTS

47

49

Craig Gray

Ron Haslem

John Pearson

1st2nd	3rd	4th	5th	6th	7th	8th	9th	10th	
Winner's time:	Speed		mph. Fast	t.lap: No	Time		Speed		mpl

Honda Britain

RACE 6 20 LAPS

Daniel Watson

Rider

No.

0

3

6

SUPERSPORT 600cc BRITISH CHAMPIONSHIP

FACTFILE

Technical Regulations

Supersport machines require an FIM Homologation machines 401-600cc, 4stroke. Four cylinders. Minimum weight is 167kg. A control fuel must be used, Elf Racing Unleaded.

Rider Eligibility

The status of these races is International. Riders with ACU or SACU competition licences have to be registered with MCRCB. Overseas riders (including Ireland) need an FIM International Licence or a European "A" licence together with "start" permission from their FMN plus MCRCB registration.

Points Scoring

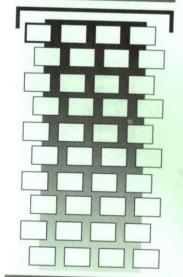
25 - 20 - 16 - 13 - 11 - 10 - 9 - 8 - 7 -6-5-4-3-2-1.

Manufacturers championship, points awarded, on the scale of the riders, to the highest placed machine of each particular manufacturer, providing machine is classified as a finisher.

Championship Dates

- March 28/29 Brands Hatch
- April 24/25/26 Oulton Park
- May 3/4 Thruxton
- May 8/9/10 Snetterton
- June 19/20/21 Donington Park
- July 17/18/19 Oulton Park
- August 7/8/9 Knockhill
- August 14/15/16 Mallory Park 8
- August 29/30/31 Cadwell Park
- 10 September 4/5/6 Silverstone
- September 18/19/20 Brands Hatch
- September 25/26/27 Donington Park

STARTING GRID



LAP RECORD

JIM MOODIE

(Suzuki) time: Im 12.63sec

average speed: 96.76mph date: 11.05.97

Nick Smith Dave Rathbone lee Morton Matt Llewellyn Simon Smith Mark Wainwright

Andy Tinsley Tony Hart 74

79 Alan Batson 88

(Hometown) (Stafford) (Scunthorpe)

Paul Brown Steve Plater Woodhall Spa) Mick Corrigan Sheffield Dean Thomas (Australia) Pete Jennings (Dewsbury) (Wakefield) Howard Whitby

8 Phil Borley Phillip McCallen 10 Chris Burns 11 John Crawford

12 Marcus Johnson 13 Dan Harris 14 Andy Pallot lain Duffus 15

Steve Moody 17 Dave Redgate 18 Karl Harris 19 Jago Chapman 20

Steve Brogan 21 Mark Burr 23 Paul Dedman 24 Darren Wnukoski 25 Bill Hutcheson

26 David Wood 27 Stuart Wickens 28 Paul Breslin

29 Neil Sutton 30 Darren Mills 31 Steve Carroll 32 Damion Bailey 33 Glen Richards

34 Kris Wilson 35 lan Bennett 36 Kenny Tibble 37 lan Campbell

38 Danny Beaumont 39 Douglas Cowie 40 Jonti Hobday 41 Steve McMillan Paul Eagle

42 43 Gareth Jones 44 45 46 47 Kevin Falcke Mark Horner Lee Dickinson Mick Skene

48 Simon Howton 49 Paul Linton 50 Karl Muggeridge 51 Mark Nelson

52 53 Damian Gledhill Donald Macfadyen 54 Darren Mitchell 55 Kelvin Reilly John Crockford

56 57 Anthony Sear 58 Chris Sammons 59 62 63

65 66 68 70

Blair Degerholm Gordon Whitaker

(Slough) (Halifax) (Ayelsbury) Martin Johnson Glen Biggs

Entrant/Owner/Sponsor

Sanyo Digicam Honda Britain Nicmonika G R Suzuki

(Leigh on Sea) Team Raceways Honda (Portadown) (Newcastle upon Tyne) (Coatbridge) (Ripley)

(London) (Leeds) (Rochdale) (Carterton) (Orpington) (Harrogate) (Ulceby)

(Skelmersdale) (Darlington) (Castletown) (Stowmarket) (West Hallam) (Aylesbury)

(Ipswich) (Musselburgh) (Corsham) (Hanworth) (Hessle)

(Tunbridge Wells) (Australia) (Aberdeen) (Prestwood) (Barnsley) (Edinburgh) (Berkhamsted)

(Aberdeen) (Chesterfield) (Eccleshall) (lpswich) (Tendridge) (Flitwick) (Thirsk)

(Stanfree) (Banchory) (Meopham) (Hawick) (Australia) (Leeds)

(Stockport) (Inverness) (Huddersfield) (Morden) (Southampton) (Waltham Abbey)

(Cheadle) (Ipswich) (Poulton le Fylde) (Keighley) (Leicester)

(Harrogate) (Beverley) (Redditch) (Nottingham)

(Northallerton) (Winchelsea Beach) Watson Racing Sanyo Digicam Honda Britain

D+E Racing Nicmonika

Motorcycle City Motorcycle City Sony Suzuki/Crescent Racing Ltd Cattermole Contractors Limited

Mylo Motorcycles D+E Racing V & M Honda Britain Team Moto Solo Racing Team Moto Solo Racing Cabb Racing Ltd Cabb Racing Ltd Young Guns Young Guns

Mick Walker/Dynamic Racing G S Hawley Ltd

Hi-Peak Racing Ltd London Camera Exchange

Exchange Direct PLC D+E Racing G R Suzuki

Street Machine/Acclaim Consultancy Racing Sanyo Digicam Honda Britain S&T Autos

McGowan Motorcycles P R Marriott Drilling Fowlers Motorcycles Team Mag Sport Slater Racing/Prism Sid Moran Ltd/D&E Racing Northmoor Kawasaki/Severfield Reeve Plc Galemain Engineering Services Ltd Team Hashimoto Racing

Seeley Sport Management

Darren Mitchell Racing Fenn Street Wheelpower Racing

Team Mag Racing Team Raceways Honda Team Colin Appleyard Racing **EMAP Performance Bikes EMAP Performance Bikes**

Knotts Motorcycles The Image Works Courier Systems H W Whiteley Engineering

Fergusons Motors & Cycles Team Phoenix

Machine Honda

Honda Honda Honda Suzuki

Honda Honda Honda Honda Honda

Suzuki Honda Honda Honda Honda

Honda Honda Honda Honda Honda

Honda Honda Honda Honda Honda

Yamaha Honda Kawasaki Honda Honda

Honda Honda Suzuki Kawasaki Honda

Honda Honda Honda Honda Honda

Honda Yamaha Honda Kawasaki Honda Kawasaki Honda

Honda Honda Honda Honda Honda

Yamaha Honda Kawasaki Yamaha Suzuki

Honda Honda Honda Honda Honda

Honda Honda Honda Honda Suzuki

Honda Honda Honda

RESULTS - 2

3rd Winner's time:

Speed

5th 6th mph. Fast.lap: No _ Time

9th Speed _

RACE 7 20 LAPS

BRITISH 250CC CHAMPIONSHIP

FACTFILE

Technical Regulations

Machines 201-250cc, 2-stroke, two cylinders. Six gears maximum. Minimum weight 90kg. A control fuel must be used, either Elf Racing Unleaded or Avgas 100LL. Rider Eligibility

The status of these races is International. Riders The status of these races is international. Riders with ACU or SACU competition licences have to be registered with MCRCB. Overseas riders (including Ireland) need an FIM International Licence or a European "A" licence together with "start" permission from their FMN plus MCRCB registration.

Points Scoring 25-20-16-13-11-10-9-8-7-6-5-4-3-2-1 Manufacturers championship, points awarded, on the scale of the riders, to the highest placed machine of each particular manufacturer, providing machine is classified as a finisher

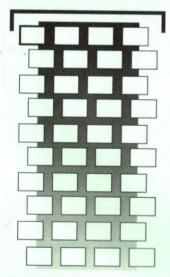
Championship Dates

- March 28/29 Brands Hatch
- April 24/25/26 Oulton Park May 3/4 Thruxton
- May 8/9/10 Snetterton
- June 19/20/21 Donington
- 6/7
- July 3/4/5 Donington July 17/18/19 Oulton Park
- August 7/8/9 Knockhill
- August 14/15/16 Mallory Park
- August 29/30/31 Cadwell Park September 4/5/6 Silverstone
- 13
- September 18/19/20 Brands Hatch September 25/26/27 Donington Park

Privateer's Cup New for '98 is the Privateers Cup. A championship within a championship for MCRCB registered privateer riders. These are designed as either riders owning their own competition machines, or leasing, or renting them. A privateer does not receive any substantial or financial assistance from any manufacturer or importer, and the control and management of his team is not influenced by any manufacturer or importer. Points are awarded to classified finishers on the basis of the

championship scale. Pole Position Award

The Graham John Evans Memorial Trophy plus &100 in cash will be awarded to rider obtaining Pole position



LAP RECORD

CALLUM RAMSEY

(Aprilia)

time: Im 36.80sec average speed: 98.57mph

date: 12.05.96

No.	Rider
1	Steve Sawford
P3	Adrian Clarke
4	Woolsey Coulter
5	John McGuinness
6	Callum Ramsay
7	Jason Davis
P8	Dean Johnson
9	Paul Jones
PII	Philip Stead
PI2	Gavin Lee
PI3	Gary May
PI4	Paul Ellis
15	Eugene McManus
P16	Maurice Ruddock
Tier water	

P17 P18 Rob Fream

P19 Adrian Coates P20 Darren Thomas P21

P23 Jason Gillard P24

P26 Braddan Evans P27 Gary Jackson

P29 Anthony Russo P30 Neil Case P31

P32 Neil Richardson P33 Tim Wilson P34

P35 Stuart Thomas P36 Greg Fowler P37

P38 P39 Stuart Hall 40 Simon Turner P41 Tim Bett

P42 P43 Shane Norval Gary Haslam P44 P45 Stuart Edwards

P46 P48 P49 Hilton Hincks

P55 P57 Tim Levy Cliff Maylem P61 65

Mark Coates

Chris Heath

(Hometown) (Biddenham)

(Penrith) (Perth) (Ross-on-Wye)

(Burscough) (Northallerton) (Southampton)

Scott Summerfield

Nick Upton Mike Walker P22

George Wakefield P25 Craig Millward

P28

Andy Simpkins

Stephen Thompson

Jason Boyce Carl Salvage

Alan Paterson Richard Grinling

Shaun Brown

Alex Hutchinson

(Langley Heanor) (Portadown)

(Coalville)

(Hungerford)

(Anglesey) (Lisburn) (Ballymoney)

(Northampton)

(Huntingdon)

(Gillingham)

(Bicester)

(Lincoln)

(Eltham)

(Renhold)

(Burbage)

(London)

(Wokingham)

(Stoke on Trent)

(Wakefield)

(Newark)

(Bookham)

(S. Africa)

(Brinsley)

(Billericay)

(Antrim)

(Glengormley)

(Bushmills)

(Matlock) (Scunthorpe) (Antrim)

(Fleet) (Berkhamsted) (Barrow in Furness)

John Creith

(Crumlin) (Preston) (Wittington) (Harlow)

Andrew Neville

P77

(Market Harborough) (Waterford) (Lincoln) (Kings Lynn) Keighley

(Newtownabbey) (Beverley)

LAR Distribution (Douglas)

5th

Entrant/Owner/Sponsor Machine Honda Britain Honda VHE Construction PLC/lan Clarke Honda Padgetts/MSR/Eden Cars Honda Paul Bird Motorsport/Vimto Soft Drinks Honda Honda Britain Honda

Honda Britain Honda D & B Racing Honda Blakes Bike Shop Aprilia Honda

Dennis Trollope Racing/Morris Lubricants Yamaha **RPR Shuker** Aprilia Honda

Paul Bird Motorsport/Vimto Soft Drinks Honda Team MSR Honda Team SSR Honda Dennis Trollope Racing/Morris Lubricants Honda Toby Hurst Racing Honda

Honda Honda Aprilia Sliders Ltd Honda

Honda Fowlers Motorcycles Honda Honda ES & CG Jackson Pine Furniture Honda

Honda Honda Links Motorcycles of Bedford Honda Ambion Consultants Ltd Honda Honda Honda Honda

Honda Honda Joes Drylining; RM Racing Team Yamaha Keppel Racing Honda Dennis Trollope Racing/Morris Lubricants

Yamaha Team Millar/Honda Britain Honda Honda Honda

Honda Honda Honda

Honda Honda Honda Honda

Honda Honda Honda Honda

Honda

P indicates eligibility for the People Privateers Cup

RESULTS

2nd 3rd Winner's time:

6th mph. Fast.lap: No

R&G Pecision Eng.

Premuer Racing/TST

Team Powersport Racing

P.J.E. Racing/Ron Greengrass

Team Colin Appleyard Racing

7th

9th

mph.

Time

RACE 9

HONDA CB500 NATIONAL CUP

FACTFILE

Championship Information

Honda CB500. All machines be supplied by an authorised Honda dealer.

Points Scoring

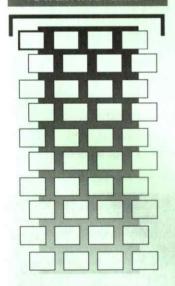
Points will be awarded to the riders listed as classified finishers in the Final Results.

Championship Dates

- April 5 Mallory Park
- 2 May 8/10 Snetterton
- 3 May 25 Cadwell Park
- 4 June 19/21 Donington
- 5 July 17/19 Oulton Park
- 6 July 25/26 Croft
- 7 August 29/31 Cadwell Park
- 8 September 4/6 Silverstone
- 9 September 18/20 Brands Hatch
- 10 October 18 Thruxton

No.	Rider	(Hometown)	Entrant/Owner/Sponsor	Machine
1	Rhys Boyd	Mitcham	Harrogate Motorcycles	Honda
2	Simon Gates	Stockbridge		Honda
3	Simon Foster	Margate		Honda
4	Nick Chadwick	Bedford	Firecheck Applications/Fowlers Mcycles	Honda
5	Norman Howe	H. Hempsted	Moores (Hemel Hempstead) Ltd	Honda
6	John Barker	Hull		Honda
7	Paul Eagan	Wolverhampton		Honda
8	Richard Holmes	Over	Hallens Motorcycles	Honda
9	Steve Reynolds	West Malvern		Honda
11	Paul Wilson	Hove		Honda
12	Russel Brker	West Byfleet	Tippets Motors(Surbiton)Ltd	Honda
13	Shaun Hawkins	Nuneaton		Honda
14	Matthew Reynolds	Skelmersdale		Honda
15	Gary Skellett	Grantham		Honda
16	Kevin Smith	Corby		Honda
17	Chris Hook	Romsey	Ryes of Southampton	Honda
18	Stephen Coburn	Honda	Tippetts Motors(Surbiton)Ltd	Honda
19	Grordon Blackley	Brighton		Honda
20	Simon Vanderplank	Southampton		Honda
21	Craig Hallem	N. Verdon		Honda
23	Chris Sherring	Faringdon	John Appleton Motorcycles	Honda
25	Christopher Carr	Malton		Honda
27	Dave Arther	Addlestone		Honda
28	Jon Vincent	Bickerstaff	Ormskirk Motorcycle Centre	Honda
30	David Johnson	Grimsby	Wheels Grimsby	Honda
31	Neil Garner	Burton-on-Trent	John Harris Motorcycles	Honda
36	Mark Hoogenboom	Melton Mowbray		Honda
44	Kevin Falcke	Flitwick	Sid Moram Ltd/D&E Racing	Honda
45	Neil Robinson	Doncaster		Honda
46	Darren North	Worksop		Honda
66	Reg Oates	Barnsley		Honda
69	Gareth Hankinson	Washington	NE Motorcycle Racing Club	Honda
77	Damian Rowley	Sunbury-on-Thames		Honda
82	Mike Hedges	Guildford		Honda
88	Roy Grassie	Eastborne		Honda

STARTING GRID



LAP RECORD

NICK CHADWICK (Honda)

time: Im 30.40sec average speed: 77.73mph date: 11.05.97

ESI	

 Ist
 2nd
 3rd
 4th
 5th
 6th
 7th
 8th
 9th
 10th

 Winner's time:
 Speed
 mph. Fast lap: No
 Time
 Speed
 mph

CIRCUIT INFORMATION

POLICE ENQUIRIES

The Police Enquiry Office is situated at the Snettertonx circuit office. All enquires, whether about lost or found property, children lost or found wandering, theft from cars or other signs of tampering, emergency messages for visitors and any other serious problems relating to persons or property, should be directed to this office.

SPECTATOR NOTICES

Please enjoy and respect the venue - don't damage trees or facilities - please use the litter bins provided - please don't bring any animals with you - don't go into the prohibited areas (notices are displayed) - stay behind the fences (they're there for your protection) - don't play any ball sports anywhere around the venue - Small, disposable Bar-b-ques are permitted at the venue but they must be used sensibly and should never be left unattended - do enjoy your day!

1 Lap = 1.952 Miles	Snetterton	Lap	Speed	Table
---------------------	------------	-----	-------	-------

Time ms	Speed mph	Time ms	Speed mph	Time ms	Speed	Time	Speed	Time	Speed	Time	Speed	Time	Speed
0:57.0	123.28	1:03.4	110.84	1:09.8		ms	mph	ms	mph	ms	mph	ms	mph
0:57.2	122.85	1:03.6	110.49		100.68	1:16.2	92.22	1:22.6	85.08	1:29.0	78.96	1:35.4	73.66
0:57.4	122.43	1:03.8	110.14	1:10.0 1:10.2	100.39	1:16.4	91.98	1:22.8	84.87	1:29.2	78.78	1:35.6	73.51
0:57.6	122.00	1:04.0	109.80		100.10	1:16.6	91.74	1:23.0	84.67	1:29.4	78.60	1:35.8	73.35
0:57.8	121.58	1:04.2	109.46	1:10.4	99.82	1:16.8	91.50	1:23.2	84.46	1:29.6	78.43	1:36.0	73.20
0:58.0	121.16	1:04.4	109.48	1:10.6	99.54	1:17.0	91.26	1:23.4	84.26	1:29.8	78.25	1:36.2	73.05
0:58.2	120.74	1:04.6	109.12	1:10.8	99.25	1:17.2	91.03	1:23.6	84.06	1:30.0	78.08	1:36.4	72.90
0:58.4	120.33	1:04.8		1:11.0	98.97	1:17.4	90.79	1:23.8	83.86	1:30.2	77.91	1:36.6	72.75
0:58.6	119.92	1:05.0	108.44	1:11.2	98.70	1:17.6	90.56	1:24.0	83.66	1:30.4	77.73	1:36.8	72.60
0:58.8	119.51	1:05.0	108.11	1:11.4	98.42	1:17.8	90.32	1:24.2	83.46	1:30.6	77.56	1:37.0	72.45
0:59.0	119.11		107.78	1:11.6	98.15	1:18.0	90.09	1:24.4	83.26	1:30.8	77.39	1:37.2	72.30
0:59.2	118.70	1:05.4	107.45	1:11.8	97.87	1:18.2	89.86	1:24.6	83.06	1:31.0	77.22	1:37.4	72.15
0:59.4	118.30	1:05.6	107.12	1:12.0	97.60	1:18.4	89.63	1:24.8	82.87	1:31.2	77.05	1:37.6	72.13
0:59.6	117.91	1:05.8	106.80	1:12.2	97.33	1:18.6	89.40	1:25.0	82.67	1:31.4	76.88	1:37.8	71.85
0:59.8		1:06.0	106.47	1:12.4	97.06	1:18.8	89.18	1:25.2	82.48	1:31.6	76.72	1:38.0	
1:00.0	117.51	1:06.2	106.15	1:12.6	96.79	1:19.0	88.95	1:25.4	82.29	1:31.8	76.55	1:38.2	71.71
	117.12	1:06.4	105.83	1:12.8	96.53	1:19.2	88.73	1:25.6	82.09	1:32.0	76.38		71.56
1:00.2	116.73	1:06.6	105.51	1:13.0	96.26	1:19.4	88.50	1:25.8	81.90	1:32.2	76.22	1:38.4	71.41
1:00.4	116.34	1:06.8	105.20	1:13.2	96.00	1:19.6	88.28	1:26.0	81.71	1:32.4		1:38.6	71.27
1:00.6	115.96	1:07.0	104.88	1:13.4	95.74	1:19.8	88.06	1:26.2	81.52	1:32.6	76.05	1:38.8	71.13
1:00.8	115.58	1:07.2	104.57	1:13.6	95.48	1:20.0	87.84	1:26.4	81.33	1:32.8	75.89	1:39.0	70.98
1:01.0	115.20	1:07.4	104.26	1:13.8	95.22	1:20.2	87.62	1:26.6	81.15		75.72	1:39.2	70.84
1:01.2	114.82	1:07.6	103.95	1:14.0	94.96	1:20.4	87.40	1:26.8	80.96	1:33.0	75.56	1:39.4	70.70
1:01.4	114.45	1:07.8	103.65	1:14.2	94.71	1:20.6	87.19	1:27.0	80.77	1:33.2	75.40	1:39.6	70.55
1:01.6	114.08	1:08.0	103.34	1:14.4	94.45	1:20.8	86.97	1:27.2		1:33.4	75.24	1:39.8	70.41
1:01.8	113.71	1:08.2	103.04	1:14.6	94.20	1:21.0	86.76	1:27.4	80.59	1:33.6	75.08	1:40.0	70.27
1:02.0	113.34	1:08.4	102.74	1:14.8	93.95	1:21.2	86.54		80,40	1:33.8	74.92		
1:02.2	112.98	1:08.6	102.44	1:15.0	93.70	1:21.4	86.33	1:27.6	80.22	1:34.0	74.76		
1:02.4	112.62	1:08.8	102.14	1:15.2	93.45	1:21.6		1:27.8	80.04	1:34.2	74.60		
1:02.6	112.26	1:09.0	101.84	1:15.4	93.20	1:21.8	86.12	1:28.0	79.85	1:34.4	74.44		
1:02.8	111.90	1:09.2	101.55	1:15.6	92.95	1:21.8	85.91	1:28.2	79.67	1:34.6	74.28		
1:03.0	111.54	1:09.4	101.26	1:15.8	92.71		85.70	1:28.4	79.49	1:34.8	74.13		
1:03.2	111.19	1:09.6	100.97	1:16.0	92.46	1:22.2	85.49	1:28.6	79.31	1:35.0	73.97		
			.00.77	1.10.0	72.40	1:22.4	85.28	1:28.8	79.14	1:35.2	73.82		

THANKS

Trevor & Roz - Double Red Photographic The Old School, Thorn Lane, Goxhill, North Lincolnshire. DN19 7JE. Tel: 01469 531416 for their help and the top quality photos.

Clive Challinor, Terry Howe, Lawrence Peeney, Turn One Photographic & Steve Hopkins for photos. Gary Pinchin, Paul Farmer, & Rob Mac for editorial contributions. Dave Fern, all the Kevins, James, Richard & Zo for their assistance.

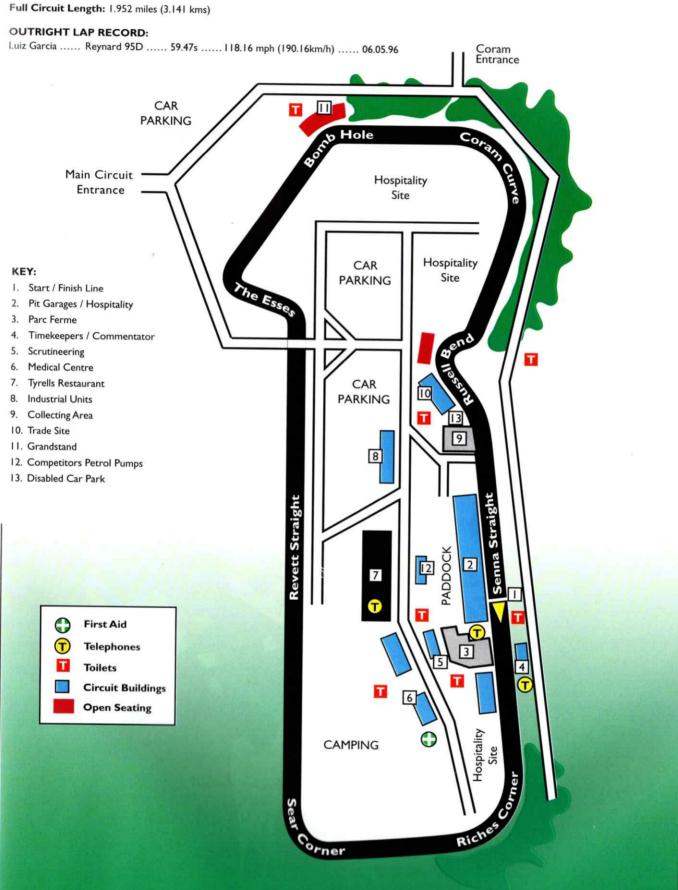
The promoters reserve the right to amend or cancel the programme without notice or refund. All literary matter in this programme, including the list of competitors and their racing numbers is copyright, and any person found making illegal use thereof will be prosecuted. Although every endeavour is made to avoid inaccuracies in the description of competing cars, the Club accepts no responsibility for any that may occur. It is a condition of admission to these premises that photography, cine-film, video film, sound, or any other visual or audio recording or reproduction of the events or any part or parts of them for any (non-private) use, including making copies of the recording/reproduction, causing or permitting it to be seen or heard in public, broadcasting, diffusing, selling, renting, exchanging, lending, using for gain or otherwise dealing with in whole or in parts, is strictly prohibited. Use of privately owned camcorders for private viewing purposes only permitted by the circuit owners without prior permission. Furthermore, Brands Hatch Leisure Group Limited reserves the right to confiscate and retain possession of any photographs or film made in breach of this condition and without its express consent in writing.

LEAFLET DISTRIBUTION IS STRICTLY PROHIBITED

SNETTERTON CIRCUIT

Norwich, Norfolk. NR16 2JU.

Tel: 01953 887303 Fax: 01953 888220 Central Booking Office: 0990 125 250







One of the revelations of the new season is James Haydon's performances on the Sony Mini Disc/Crescent Suzuki GSX-R750.

Editorial by Gary Pinchin

Haydon's on it

The last time James Haydon raced here was in the British Superbike round, 1994. It was chucking it down with rain, there was standing water in the turns and Haydon was on a mission. While everyone else was tiptoeing through the puddles, the Medd Honda RC45 was sideways on the brakes into Riches, with Haydon catching it on the gas and spinning the rear tyre on the way out. It was either win or crash. He won. By over 18 seconds.

It was the first-ever win for a privateer RC45 in the UK - and the last for a very long time.

Haydon recalls the day with fond memories: "I had really nice feel that day (from the bike). I can remember a couple of places where I could get on the power and drift it all the way out. I felt like Doohan. The rear tyre was probably only half a centimetre sideways but it was a nice feeling all the same.

"I was pretty pleased with that race but we could never get the RC45 that close in the dry - then. We just had too many problems.

"Since then, on 500s and Superbikes, I've not had the same opportunities in the wet. I've won so many races in the wet over here but I've since lost a lot of confidence in the wet. It's strange but here (Oulton Friday practice two weeks ago) is the first time I've felt really happy in the wet since that Snetterton race! Even so, I'm still not fully confident. But it's nice to get off the Suzuki with a smile - being able to sat, 'yeah I got a few controlled slides out there...'"

Five seasons later and James Haydon is back racing in England on the Sony Mini Disc Suzuki GSX-R750. He was a sensation at Brands - placed fourth and fifth at Oulton - and can't wait

for Snetterton.

"Obviously, with the Suzuki having a peaky engine Snetterton will suit us better than most (circuits). Our biggest disadvantage is getting out of slow corners but that won't be a problem here. We've had no real problems with the Suzuki handling wise in the fast stuff either so Snetterton is going to suit the bike very well.

"Snetterton's got the chicance but it's one of those flip-flop corners where you're hard against the stop as soon as the bike is upright. Its not like Goddard where even though it's a slow corners you're picking up on the throttle for ages before you can whack it full open. Snetterton is upright, now (winds imaginary throttle open to add exclamation)."

After Haydon's abortive superbike season with Medd he went GP racing in 1995 with the Harris team on the YZR500. He might have only scored in three of the rounds but Haydon looks back on the year with nothing but positive feelings.

"That was a really good year for me. Even though we didn't get a lot of recognition back here I thought it was a good first season. I qualified I.Is off Doohan at Donington. I was racing with Capirossi, Abe, Checa, Cadalora there but made a mistake and brought a couple of those boys down with me. I felt they were holding me up and you've got to remember my bike was 25ks down on them so if I was going to pass it was going to have to be at a dodgy part of the track. I'd had enough by then. I was only 20 years old at the time and it was like, 'let's go!'

"I had a pretty good year. I was usually 1.5 - 1.75 within pole time at most of the tracks -

tracks I'd never seen before. I'd never raced abroad before. I felt if I'd got give a chance at that end of that year - Emmett did - I think I could have made it then. But as it was nothing came available.

Haydon again raced the Harris Yamaha in 1996 but while the results actually looked more impressive (five finishes in the points), he says it wasn't a year of progress.

"To be honest the set-up was very different that year. A lot of personnel changes, the budget etc. It wasn't what it had been but it was still perceived to be the same deal.

"It was also the first year Dunlop had pulled out of GPs. The team I was with had been with Dunlops for five years and suddenly they were on Michelin with a rider who was little known - as in me - and I never, ever felt comfortable on that bike. I always felt like I was about to have an accident. I did crash and broke my ankle at Imola on the one safe corner there is. I never rode for them again. Andrew Stroud took over and I spoke to him later. He said he felt like he was going to crash in every corner."

That was a kind of reassurance for Haydon - even if his racing future was uncertain come end of term.

"You know you start to wonder ' what am I doing wrong.....' I missed the last four races that year and was in a bit of a quandary about what to do next. All the time I was in GPs I felt like I was competitive with the top guys but I wasn't allowed to show it because of the machinery, the tyres. There's so many As, Bs, Cs in GPs that you don't even realise it even when you are there that how much is involved. You get told, 'yeah, that's

DUCATIEXPERIENCE (1)

THE ULTIMATE MOTORCYCLE EXPERIENCE - 01507 343555

the best there is, it's what everyone else is riding on.' But when you do get a chance to see you find out the others (works riders) are on it's a tyre you have never even heard of - and that's their standard tyre!

Haydon was set to make a return to Britain last year but took up the offer of a World Superbike ride with the Italian GiaCoMoto team, a Ducati which had previously fielded Paolo Casoli with some success.

" I nearly came back to Britain. I thought what I needed to do was get on a works bike. I spoke to Paul Denning and we went quite a long way down the line when the Superbike deal came up.

"It looked all right," he says with a smirk that tells you otherwise. "Casoli had ridden for them the year before and things had been okay. I know it sounds like I'm always moaning but I truly felt I must have upset someone up high big time. My luck was appalling last year. It was also the one year, we all know now, that the Ducati wasn't working well. The '97 bike - it's all been swept under the carpet. 'That never happened here. There was no '97 bike.'"

Haydon did 20 WSB races. His bike broke down in 10. He crashed in three. In five races he finished in the points each time, usually at the tail end with the lower factory boys.

"If my bike was running okay I would be top privateer - but it ran so bad..." he says ruefully."I

had the sump plug come out, when I did my shoulder (snapped the clavicle so he's got a permanently dislocated collarbone). Hockenheim, they forgot to fit the tyres so I missed the first race. Second race the fairing came off and smacked me in the head. Imagine it - 180mph and the fairing hits you. You know about it. I thought I'd been rammed and was expecting carnage.

"It was stuff like that all the time and it worked away to me bit by bit until I had to quit. It wasn't safe to continue riding. And coming out of the year I had before. I needed a good year to be able to prove, 'hey, I'm a half decent rider....'

Haydon has always had that self-belief: "I've always felt I'm as good as anyone else on a bike - and better than some. Ever since I can remember, this is what I wanted to do. But this winter I just kicked back from it all and did my own thing. One day I sat back and re-assessed where I was - what I wanted to achieve."

By then Haydon had already started talking to talking to Suzuki. "A good friend of mine, Jeremy Ormerod, who's also my manager, said, 'look we've got to get you sorted out and back on good equipment again.' We met with Suzuki in fact we talked with most of the teams in the paddock. Things started looking good again. It was good for me because I'd started to worry what I'd do if I didn't get offered anything. If nothing came up, I'd decided, I'd stay as 'me' and

pick up a ride in the season if anyone got hurt. I thought being a free agent would give me the opportunities.

"But when we started meeting people in the know, thank god, they were quite understanding. We signed up with Paul really early - like a couple of months before most of the other teams started getting sorted."

Haydon's apparent impetuosity surprised many people. It was almost as if he'd grabbed the first available opportunity with both hands. And who could blame him after two tough seasons? But that wasn't the case at all. The decision to ride Suzuki was a calculated one.

"Although the bikes hadn't won anything I'd seen them in WSB and felt they were not a million miles away. One of the things they needed was to be on a different tyre. The Dunlop suited the bike a lot better. Peaky engine and they need to be slid around sometimes. Both tyres will slide (Michelin and Dunlop) but possibly the Dunlops give that little extra feel when you're cranked right over. That was an important to me and I know it was important to Terry.

"The other thing is that I'm in a proper team now. I've not had that family thing with people working for you, someone to have a laugh with, since I rode that first year with Harris. At GiaCoMoto only one guy spoke English. I suppose at least by end of the year. I could speak bad, pigeon Italian. I learned something!



"What I wanted was a factory ride. And that's what I've got now. I've got that factory link. Never in my life have I had that level playing field to start with. I've got a good team, a good bike. As a rider that is like heaven. It's what you work for."

Once Haydon signed he got himself a personal trainer and worked himself harder in preparation for a new season than ever before. His first ride on a GSX-R750 came at Donington - a brief lunchtime session on Moodie's old bike between racing car schools.

"In that one session I felt more comfortable than I'd felt all year on the Ducati even though it felt big and chunky compared with the Ducati."

The Suzuki team only got a brief test at Brands prior to the first round. Haydon admits he was apprehensive going into the first round.

"I felt in my heart I'd be there (competitive). I think I shocked a few people. Thing is, you are pretty soon forgotten if you're not up front when you're away. I knew I definitely needed to finish both races. That was so important. Mackenzie ran off from the first race last year. So I needed to get points in the bag. What would I have been happy with? Two top sixes. I would have been happy with a mediocre start - points in bag - and build on that.

"But when I got there I slightly re-assessed things. When I qualified front row I realised no one would run any faster than that in the race. But I didn't get great starts!

"First race I got lucky and managed to get people in the right places. But then in late part of the race I got baulked all around Druids. Emmett and Walker got away. Up to then I was just edging closer. Up to then I knew I had three to four seconds on guys behind so I knew the worse I could do was third as long as I kept it tidy. Once I got baulked knew I'd have to push - possibly over the top so I settled for third."

There was a time when Haydon would have pushed. His win or bust reputation began in 250 racing here with Team GB and went with him to the Grands Prix.

"It's true - and I'm still willing to push. But that wasn't the time. Finishing on the podium put a smile on my face. I'm enjoying my racing again.

"Second race I felt for sure I could win it with a good start. I got a lousy start and got clouted in the first corner and my brake lever got snapped clean off and damaged the clutch basket. Terry said he came by sniggering in his helmet when he heard my engine going wheeeeeeeee. I was so pumped I forgot to undo the locknut when I was trying to adjust the lever. Then I remembered. I backed it off then it was fine. I got by Rutter and was right in there with Terry and MacPherson.

"But the clutch started to go away. It's got



like a slipper mechanism. the lever was either in or out. I was getting this megga judder in the corners so I was having to come in, pull the clutch mid corner then feed it back out on the exit. It was pushing the front like anything. I had one big moment before I got used to the clutch. It tucked at Surtees big time. Then I'm going, 'hello, you can't win this race,' so I settled for getting it across the line. Being not able to have a back brake was bad enough - then the clutch...."

Haydon's next race the Donington World Superbike round - a great opportunity to asses himself - and the Suzuki - against the very same class of opposition he battled with on the Ducati in '97.

"For Donington I set myself targets. I qualified I3th which was okay. In front of Fogarty, Hodgson, Russell - and I was only I.3s off pole. If it had been the short circuit I would have been thereabouts. From startline, through split one and split two to the Esses I lost 0.2s on Corser on his fastest lap. From the loop back to the finish line I lost I.1s and that's just lack of bottom end power.

"I was only 0.2 off Whitham and 0.3 off Goddard so that was nice. I was also two seconds quicker than last year when I had the Ducati. I did a 35 flat this year and I could have been high 34s without changing anything."

It was unfortunate than that Haydon highsided in the Esses during Superpole qualifying.

"Of course it was embarrassing to toss it away like that. At the time I had nothing to lose here. It was important for me to put in a good lap. All weekend I was saying, "I've got to be in this superpole." But then when it was time to go out I didn't want to do it. Conditions were shitty. It was my first crash of the year. Most others had already had two or three crashes but mine has to



be live on Eurosport.

"It was a big problem getting heat into the tyres. We didn't have a garage so we didn't probably have the heat in there like others. I had to wait also because Foggy didn't go until the very last moment. I was waiting for so long and the tyre guys later said I lost something like 35 degrees from the tyres just sitting there. I knew I had to get heat in there, knew straight off the tyres were cold. It was like riding on marbles.

"I was trying hard to get heat in there. Into the Esses I banged the brakes on hard to get some heat into the front then peeled in gently and whuuup - the back end broke away. I could not believe it. Then they cancelled Superpole!"

Haydon, though, is looking forward to Brands for the next WSB round: "Hopefully, we'll be a lot stronger then. First race at Donington a couple of my mistakes dropped me way back to 23rd but I came back through and was only eight seconds behind Terry. I got by him on the last lap. We shook hands after. I'd ridden so hard to catch him.

"I did a 35.3 on race tyre. A lot of riders put on softer tyres for the second race restart. We didn't have that option. I was pleased with consistent lap times. I was with Walker and Yanagawa for most of the race. I made a mistake and dropped back. I finished second behind Walker. I was 12th or 13th in re-run but 14th overall, a second behind Bontempi which was annoying because I beat him in second half."

Despite Haydon's performances, the GSX-R750 still has some problems. Lack of mid-range and mid-corner chatter that has both Haydon and Rymer struggling to get the bike turned.

Haydon says: "The power delivery doesn't feel like a power band as such. With 250s, for instance, there's a buzz all way through but there's a distinct band of power. This has no band but there's a surge of power at top end. It's still kind of hard to get the power early on though.

"But everything's looking good. We're just starting out and going so well. The other guys have had their bikes ages and know all the settings etc. I'd say we're 90%. We're still working all the time. We're still trying radical changes to the bike - and it's working better all the time."

Haydon won't be drawn into a discussion about his championship aspirations - or the possibilities of winning races: "I'm not going to say too much. I'm not committing myself to say if I can win it or can't. I think we can be competitive all year. It is a championship so you have to score every race. It's such a strong championship. It showed at Donington. This and the Japanese series have to be the most competitive in the world. We were on WSB pace."

Some might say this is Haydon's ticket back to World Superbike or does he still harbour hopes of a GP500 ride - especially since he was so committed to the GP cause in the early stages of his career?

"I was a GP person," he admits. "It was what I'd been brought up on. I'd only ridden two-strokes. And I still think it's the place everyone wants to be. You can see that when a Superbike rider gets offered a GP ride. They're gone. Kocinski, Crafar. Edwards didn't get the chance and was gutted.

"I don't think because we've got good riders in Superbike that we should knock GPs. Yes, it (500 racing) has been boring recently with one man so brilliant - winning everything - but it's really exciting again this year.

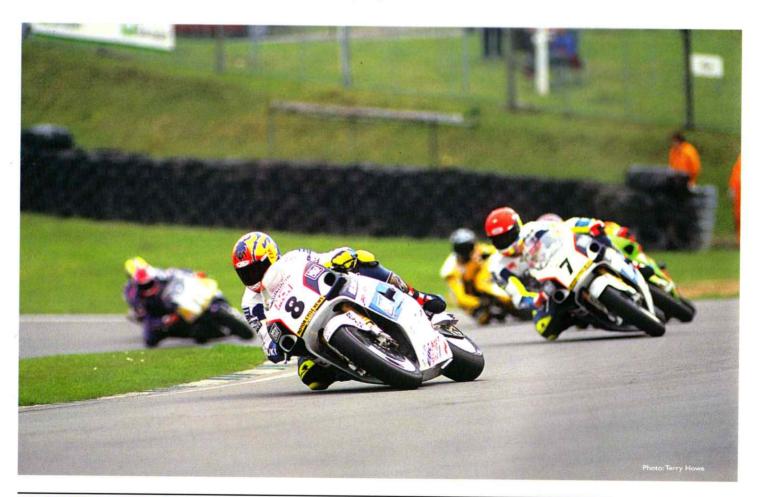
"At GPs the bikes are the best, the teams are the best, the busty PR girls are the best. There's so much more money there. The best of the best. It's not quite the case now (with Superbike getting stronger). Lap times are much closer now. If I got the chance to go World Superbike on a factory bike I'd jump at it..

"My main thing now is you'll never see me as a privateer again. It doesn't work. I hate to see our good youngsters going to GPs on privateer bikes. It sounds like I'm an old man saying, 'hey, I've done that, it doesn't work.' I'd love to say to them don't bother.

"It can be done. Look at Jacque but he was on an RS in a team that had an NSR and you're not going to tell me there was no crossover...

"I'd sooner stay here on a factory bike and prove I can go well then go back to World Championship if the chance comes. I'm still one of the youngest in the Superbike class here - and I'm giving my real age. But I don't even think age is an issue. Look at Mackenzie.

"I'm lucky to have gained so much experience so soon. It's all been taken on board and now I can put it into practice. It's like, 'here's a good bike, here's a good team, here's some good tyres. Now you go and do your best.' As a rider that's all you ever want. This is the best step I've ever made!"





ACCESS TO ADVANCE LISTINGS OF BIKES AND PARTS COMING UP FOR SALE

DUCATI ()

MONDA

YAMAHA

TRIUMPH

Kawasaki

SUZUKI etc

A CHANCE TO WIN TICKETS AND HOSPITALITY TO SUPERBIKE RACES THROUGHOUT THE SEASON



plus many other benefits for club members

Club Universal



Acrey Fields, Woburn Road, Wootton, Beds MK43 9EJ **01234 76650**0

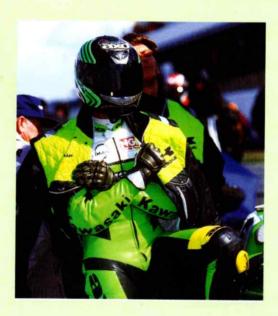
GSE RACING THE **DUCATI** EXPERIENCE



GSE Racing continues their challenge of the British Superbike championship here today at Snetterton following a very satisfying result at Oulton Park. Thruxton was next but it's too early to give you that result now.

Oulton Park - The Great British weather. Saturday qualifying was in a mixture of weather conditions Hale, rain and bright sunshine. The race day proved to offer the same selection of conditions with Troy & Jamie positioned on the second & third rows of the grid respectively. With two short practice sessions it was not enough for the two riders to become used to the track or for the team to set the bikes up for what the weather would do next. The hankling of our

Kawasaki Racing Team



Winja Express

The British round of the Superbike World Championship at Donington Park was a particularly busy time for me and my team mate, Akira Yanagawa. The Kawasaki Racing Team's main sponsor is Shell and they like to keep us busy when we are not testing our bikes.

At Phillip Island, for example, we made a couple of public appearances at the track on the weekend of the race. Shell also sponsors the Kawasaki team that competes in the Australian Superbike Championship and so we were able to kill two birds with one stone at the motorcycle expo and Kawasaki Riders Club marquee. The Aussies are Superbike crazy!

We took part in a couple of unusual events at Donington though... Shell Advance is launching a new scooter oil and they were keen for Akira and I to help out. So, on Good Friday we headed off to a local dealer and were photographed with the

fast circuit despite the teams efforts. This in turn affected the performance of the new Dunlop tyres we are using for the first time this season. The first race was in torrential rain where Troy managed a 7th with Jamie finishing 11th. The second race offered bright sunshine and Troy a 5th place and Jamie an 8th.

In general, the team is very happy with the results of the season to date, 4 starts & 4 finishes, and all in points. Following the first two rounds in the British Superbike Championship Tryo is 5th & Jamie is 11th.

By the time you will read this column GSE Racing will have competed, last weekend, at Thruxton. We are confident of good results at this fast circuit as it complements the handling characteristics of our Ducati 916.

Snetterton is always one of the Teams favourite tracks, we are always happy to race here. GSE Racing with Troy Bayliss & Jamie Robinson hope to offer all at Snetterton this weekend an exciting and entertaining day.

Team GSE Racing





Neil Hodgson gives us the inside story from the World Superbike Championship.

product and one of our paddock bikes. You need patience in this job, particularly when it comes to photographers, but it's all in a day's work!

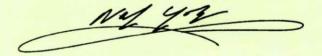
Then, in the evening, Akira and I were the special guests at a hospitality event, which was again hosted by Shell Advance. The idea was to introduce our team to sponsors and press at the first European World Superbike event of the year.

Basically, the event fell into two parts: the first was a presentation by Sky Sports' presenter Suzi Perry who asked questions to Akira, Harald Eckl (our Team Manager) and myself; and the second was quite unusual - a medieval banquet hosted by the Sheriff of Nottingham.

I have done some work with Suzi before and she is really good at her job. So, it was no problem to make the right impression with her help and the participation of our audience.

Little did we know that she would end up with axes being thrown at her during the banquet! That was just one of the stunts which unfolded before our eyes as the team got involved in a series of sideshows, including: Akira and I jousting on a couple of "horses"; Harald in the stocks; and TV commentator Steve Parrish getting closer to the action than he could ever have imagined possible. I'm afraid that any further detail will have to be retained by the people who witnessed it all first hand!

Keep your fingers crossed for me at Monza, where I shall be hoping for a change of fortune this weekend.



SPOT THE DIFFERENCE

ADULT ENTRANCE RHP903 19MARS BRANGS HATCH LEISURE GROUP LTD *PADDOCK ACCESS INCLUDED* 18.00 1X BRANDS HATCH *SUBJECT TO AVAILABILITY* ENTRY CADWELL PARK BRANDS HATCH OULTON PARK 18.00 LLOYDS BOWMAKER MCN BRIT. 27093 SNETTERTON SUPERBIKE SUN 29-MAR-98 0990 125 250 TO BE RETAINED. TERMS AND CONDITIONS APPLY SEE REVERSE.

This ticket costs £18. It gets you in to watch the Superbikes.

You'll probably have to queue to buy one and it doesn't let you park your bike inside the circuit.

ADULT	CLUB MEMBER	BH2903 19MAR8 BHB516 LEISURE GROUP LTD
14.00	*PADDOCK ACCESS INCLUDED* *SUBJECT TO AVAILABILITY*	14.00A BRANDS HATCH BH 3X CADWELL PARK
14.00	BRANDS HATCH LLOYDS BOWMAKER MCN BRIT.	CLUB OULTON PARK SNETTERTON 0990 125 250
TO BE RETAINED. TERMS AND CO	NOTIONS APPET SEE REVENSE SUN 29-MAR-98	27095

This ticket costs £14. It gets you in to watch the Superbikes.

Because it's bought in advance you won't have to queue to buy one. It lets you park your bike inside the circuit and gives you fast track entry at major events.

The people holding the second ticket can save money on tickets for all Brands Hatch Leisure Group Events. They get the chance to attend exclusive track days at our circuits. They qualify for a 10% discount at at certain briefings of the Ducati Experience. People holding these tickets receive a full colour quarterly magazine full of news, reviews and money saving offers. People holding these tickets get a free polo shirt, membership card and vehicle sticker.

The people holding these tickets are members of the Brands Hatch Leisure Group Club. Call the hotline tomorrow and start saving.





0870 60 60 611

TRACK DAYS...BRANDS HATCH, II AUG (EVENING)...CADWELL, 14 AUG...£70



Anyone from a dozen could be a race winner in today's 125 British Championship round. But that's the way it's always been in this class.

Editorial by Gary Pinchin

No clear favourite

No discernible pattern. Perm any one from a cast of a dozen. That's the way things look in the Sanyo 125 British Championship. For instance, who would have picked lan Lougher as a likely Oulton winner? Okay, Lucky's been around some time - long enough to have won three TT, and he's had his fair share of success on short circuits over the years but his recent form in British Championship? It's not been startling. In fact Oulton was the first-ever British Championship race win for the 34-year-old from Rhoose, South Wales. But since he's got that Scania-backed Honda Britain RS125 he's been flying.

Steve Patrickson's another of the longserving I25 bunch who looks to have found all his old form since switching to a Peter Howellbacked RSI25. Last year it seemed no matter Patrickson did, his Honda would never run clean. This year, with lan Emberton (remember him of multi-colour hair, body piercings and a penchant for crashing a 125 Honda?) tuning the Honda, 3 I-year-old Patrickson's been in go mode - except when he somehow managed to turn off the kill switch mid-race at Brands - and missed the start at Oulton. Both races he showed an impressive turn of speed playing catch up. If he gets a good start, he'll be right up there.

On guy who does get the starts is Mr Stick Insect himself, Alan Green. That black and red Breadline Racing Honda really does fly off the line and with flyweight 34-year-old Bristolian Green on board it's a regular front runner these days.

Arch rival Robin Appleyard has also been fast this year - except when it gets a bit wet.

Robin's never enjoyed the damp going but if it's dry this weekend the 34-year-old (birthday today, May 10!) from Keighley watch out for number 11. Early season he's been running his old '97 bike with just a few '98 updates while the full '98 bike is developed. Old '97 was good enough to rip the opposition apart at Brands.

Then there's rejuvenated

Chris Palmer on the Garstang Cleaning Services Honda. The 35-year-old from Cumbria is right in the thick of the action this year - a serious championship contender.

It's all old boys so far - what of the young blood in the class? They don't come younger than Leon Haslam. The I4-year-old son of Ron, Leon's first race at Brands was a smooth ride to sixth place. Oulton, though, did go to plan when he tipped off on the warm-up lap in the damp and gouged a sizeable hold in his wrist. Undeterred, the kid took his place on the grid and only gave up the chase when a pin fell out of the gear lever.

Good also to see former Superteen, Paul Notman, 19 years old, finishing third on his Speedline Motorcycles Honda at Oulton.

So back to the ranks of the established - Pete Jennings is getting to grips with his Yamaha which has suffered carburetion problems in the early races. Gavan Morris has had some good early season outings on his Honda. And watch out for Paul Robinson, the 23-year-old from Ballymoney. He scored a couple of point scoring finishes in the first two rounds but remember he scored a major upset here last year with a race win. Could he be an outside bet this time on his Honda?

Left: 125cc Championship blasts into action at Brands Hatch

Photo: Clive Challinor





Which V-twin will win this time - Italian or Japanese? Can Paul Jones bounce back from injury, and is Gary May's '94 Aprilia fast enough? Or is the Honda pack coming good?

Editorial by Gary Pinchin.

RSV or RS?

Will Paul Jones be fit enough in time for this weekend after breaking his collarbone in a crash during the 250 British Championship race at Oulton two weeks ago? It was Jones third crash of the weekend but he's already proven that the Blacks Bike Shop Aprilia is one fast motorcycle. He won going away at Brands and Snetterton will suit the bike perfectly.

But the Honda crew are getting their bikes sorted. Woolsey Coulter, for instance, having spent several years with an Aprilia, struggled at Brands to get the Padgetts Honda dialled in. And then it went pop in the race. It was like the Aprilia days revisited. Fast but fragile? Not so at Oulton. He was in winning form there even though he admitted he was still struggling to get to grips working with the Honda chassis.

Callum Ramsay started the season well

with a second place at Brands - the leading Honda rider but he crashed away a possible second place at Oulton and, if he needs to add pain to the abrasions, he'll be kicking himself for that. Especially since he had done so well on a bike that wasn't handling so well. All weekend he had been plagued with front suspension problems and was still struggling race day - even though the forks had been rebuilt after practice. Imagine how he'll go when it's dialled in.

Jason Davis has adapted quickly to the RS250 Honda and is going to be a season-long contender with solid performances early in the year. Davis has the long term perspective in mind. Points make prizes but don't be surprised to see him picking up a race win or too very soon.

Steve Sawford didn't have a good Brands and Oulton things got worse when he dumped it big time during Friday practice and wrenched his knee. Fully fit, Sawf will be a contender once again - but those two early races could hurt his championship hopes.

John McGuiness, also had a sore knee at Oulton after three crashes at Scarborough the week before, but he remains a title contender after two solid rides on the fast-developing Vimto Honda. The Paul Bird Motorsports bikes sport FCC Technical Sports twin-arm

swing-arm chassis which obviously require a totally different set-up from the rest of the RS250s which run virtually stock.

Team-mate Eugene McManus is yet to show the brilliant form he displayed when he last raced here full time in 1994 but he has had virtually a full season on the sidelines....

The big sensation at the recent Oulton round was Gary May. After a season in the doldrums with a Yamaha last year he bounced back to pole position and a runner-up finish on his own Aprilia - the very same bike he campaigned in 1996 and now runs with help from Rob Shuker. Incredibly it's an ex-lan Newton 1994 machine - which makes it one of the oldest bikes running at the front (Alan Patterson's ex Walker Honda boasts a similar vintage!). The only 'modern' are little more than some 1998 pipes and powervalves! Will

> the old girl be fast enough for Snetterton though?

> Others to note include Adrian Coates (Toby Hurst Racing Honda); Simon Turner (Millar Honda); and DTR pair Rob Frear (Honda) and Gavin Lee on one of the few Yamahas in the field.



Left: John McGuiness in action at

Photo: Clive Challinor

DUCATIEXPERIENCE (



THE ULTIMATE MOTORCYCLE EXPERIENCE - 01507 343555

It looked like a straight Sony Suzuki v Sanyo Honda battle but there's plenty others wanting a piece of the action.

Editorial by Gary Pinchin.

Supersport intensity

What started as a direct Sony Suzuki versus Sanyo Honda Supersport battle is fast expanding its cast of potential winners. After a dismal Brands Hatch, Matt Llewellyn bounced back to win Oulton. Okay, tyre choice played a vital factor but Llewellyn looked a cut above the pack as he charged through. The Performance Bikes CBR600, which was way off the pace at Brands is suddenly a championship contender now the chassis is set up how Matt likes it.

Then there's Glen Richards. He took the D&E Honda to a storming second at Oulton but I can hear you saying, Glen who? Richards - 23-years-old, from Adelaide - and a former trials rider.

He started road racing in 1994 on a 125 and has spent the past two years on a Kawasaki in the Supersport class. When Enzo Di-Clementi was looking for a third rider on his new team, tuner Frank Wrathall recommended trying an overseas rider. Richards was offered the ride and jumped at the chance. Obviously a name to note.

The other Aussie we know well from last year - Dean Thomas. Sixth at Brands on the Pirelli-shod GR Suzuki, he looked set for a good Oulton finish but guessed wrong on tyre choice and his wets were destroyed very early on. His luck must surely change? Remember, he won here on a Honda at Snetterton last year after a thrilling scrap with Suzuki-

mounted Jim Moodie.

Phillip McCallen also looked way off the pace at Brands on the Motorcycle City Honda. And he had every right to be trying to ride with a loose right clip-on. But he bounced back at Oulton to send a warning to his rivals of his championship intentions.

Phil Borley also

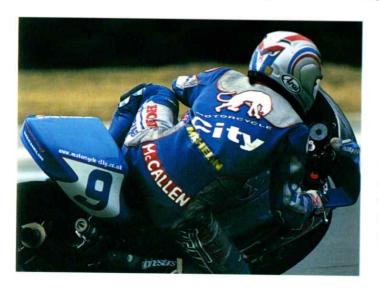
came good at Oulton on the Raceways Honda. His start to the season was absolutely horrendous with big crashes in a prechampionship warm-up at Mallory and in the first Brands round - and finished way down in the World Supersport. Oulton was a result he badly needed to restore confidence.

There's Howard Whitby too. Fourth in the Brands opener. He also put in a stunning ride in the Supersport World Series race at Donington over Easter, finishing ninth in company of the top works boys. He was on course for a good Oulton result but pitched off the highside in Turn One on the first lap and was lucky to escape not being run over by 39 other 600s. Snett will suit him though.

And what of Sony Suzuki and Sanyo Honda? Always a threat are these boys. Crawford is still the man to beat on the fast Suzuki GSX-R600 - especially at Snetterton. Whether the Sanyo Honda duo of Paul Brown and Steve Plater can do anything to keep the Suzuki at bay remains to be seen - but they also have other problems. Like trying to keep half a dozen other Honda behind then - and the odd Suzuki or two. It's going to be fun to watch. Inside at Riches should be the hot spot!

Left: Phillip McCallen, Irish Champion and double winner of Manx GP in full flight.

Photo: Terry Howe



British Powerbike, Superbike Production & Honda CB500



Snetterton see a range of classes supporting the British Superbike Championship this weekend

Editorial by Gary Pinchin.

Supporting cast

British Powerbike

This all-new championship for tuned up, fire-breathing proddie-based 1000cc fourstrokes got underway at Donington and is looking to be a straight shoot-out between three top riders - David Jefferies, Dean Ashton and Peter Graves - on Yamaha RIs and the Sanyo Honda Fireblades of Paul Brown and Steve Plater.

This 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.

David Jefferies drew first blood in the opening round on his Tony Scott-tuned RI charge. It was Jefferies' first race of the year and he sent out a warning to all his rivals - the bike is nowhere near developed yet!

So if he can do that at Donington (and he scored an emphatic win on the same bike at Scarborough), what can he achieve on the rocketship this weekend with a month more of development time?

You could say the same applies to the other leading RI contenders, Dean Ashton and Peter Graves. Ashton, remember, is a twotime British Unlimited Production Champion and has tuned his own RI ready for action. He crashed in practice at Donington and was not

up to his usual speed after that. Graves dnf'ed in the race but has been singing the praises of the four-cylinder machine. His motor is prepped by Chris Mehew, the same man who fettles the Red Bull Ducatis...

The Sanyo Honda duo are also enjoying a month of frantic work on their Fireblades. At Donington their bikes were short of the race kits parts they expected to run but the HRC equipment should be in place by this weekend. So we could be set for a showdown between the two rival manufacturers.

But don't forget Triumph. They British company name is represented by the privateer Jack Lilley entry with Francis Williamson on the three-cylinder. Francis, though is up against it on this fast track. The Triumph is giving away cubes and weight to the Japs bikes. He might be able to keep them in sight in the twisty bits but this is one track where horsepower is everything and unless their full-on Powerbike engine is ready, Francis will struggle with the proddie engine here.

Superbike Production

Tom Cuddy won the opening round of the Superbike Magazine-backed Sports Production championship riding a Ducati 916SP.

The series is for standard catalogue sports production motorcycles of 701cc and above.

In damp conditions, Cuddy saw off the expected challenge from Yamaha's awesome

new RIs. Dan Harris and Gus Scott finished second and third respectively on the Yamahas while Colin Hipwell took his Suzuki GSX-R750 to fourth pace. Interesting to note that Francis Williamson finished sixth on the Triumph triple at Mallory.

Honda CB500 Cup

Open to 15-year-olds and above, the Honda CB500 Cup is a mono marque series with riders on bikes supplied by Honda dealers. As a development class, any international licence holders and any rider who finished top 25 in last year's MCRCB British Championships and any rider in the top ten of last year's Superteens is automatically barred from entering.

So the riders you are watching could well be the stars of tomorrow in the making. And with all the bikes running to the same spec, close racing is assured. Rhys Boyd won the first round at Mallory while Adrian Kershaw won the Newcomers race.



DUCATIEXPERIENCE (



THE ULTIMATE MOTORCYCLE EXPERIENCE - 01507 343555

M25, 8:30AM MONDAY MORNING...



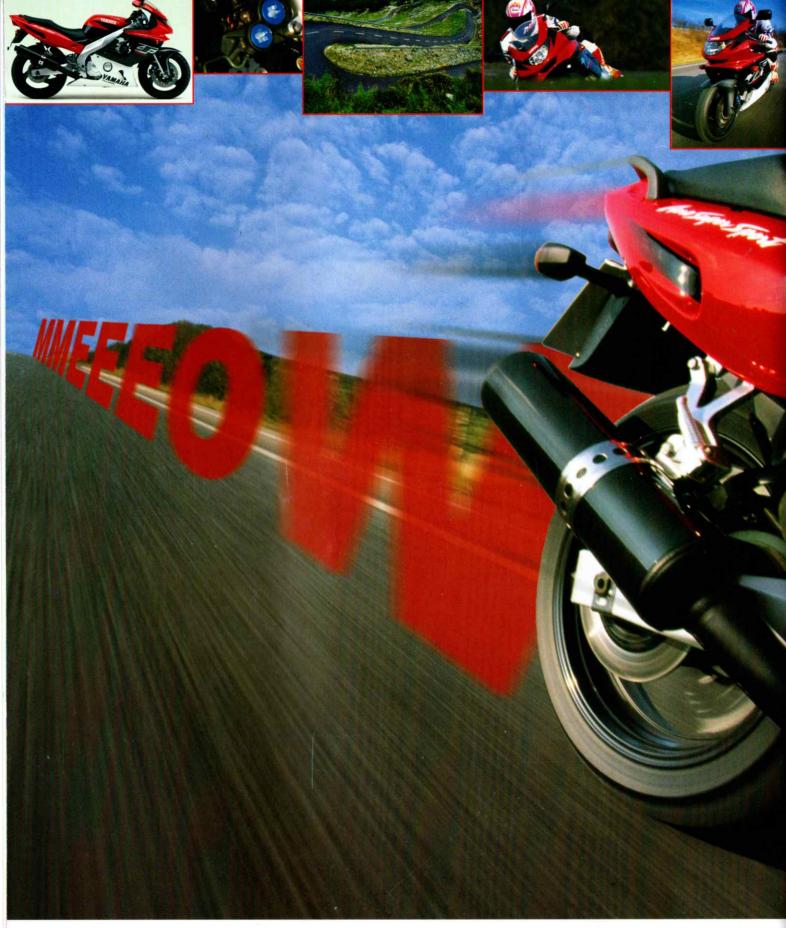
ME THINKS NOT.

The Honda CBR900RR Fireblade. Production TT Winner 1996, 1997 - Cut loose on the best all-round sports bike money can buy. For more information on the Honda sports bike range call 0345 585 570 for a free brochure.





ALL NEW HONDA MOTORCYCLES 600cc AND ABOVE COME WITH TWO DAYS FREE TRAINING ON THE MOTORCYCLE APPRECIATION COURSE (MAC). ALL NEW HONDA MOTORCYCLES OVER 250CC COME WITH A 2 YEAR UNLIMITED MILEAGE WARRANTY AND TWO YEARS FREE AA COVER. CALL 0345 585 570 FOR A FREE BROCHURE.



Cats love scratching, and the YZF600R Thundercat is no exception.

Its natural habitat includes winding country lanes and wide, open A roads, to which the Thundercat is perfectly adapted thanks to a 100bhp engine, GP developed brakes, and a race proven chassis.

And while its 16 valve engine has awesome

midrange power and ram-air induction, the Thundercat is not all teeth and claws. Built for real world comfort and practicality, it has the roomiest riding position and most protective fairing of any 600cc sportsbike. Call 01932 358 121 or visit your local Authorised Yamaha Dealer to find out why ten out of ten Thundercat owners prefer it.



