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from Motor Cycle News

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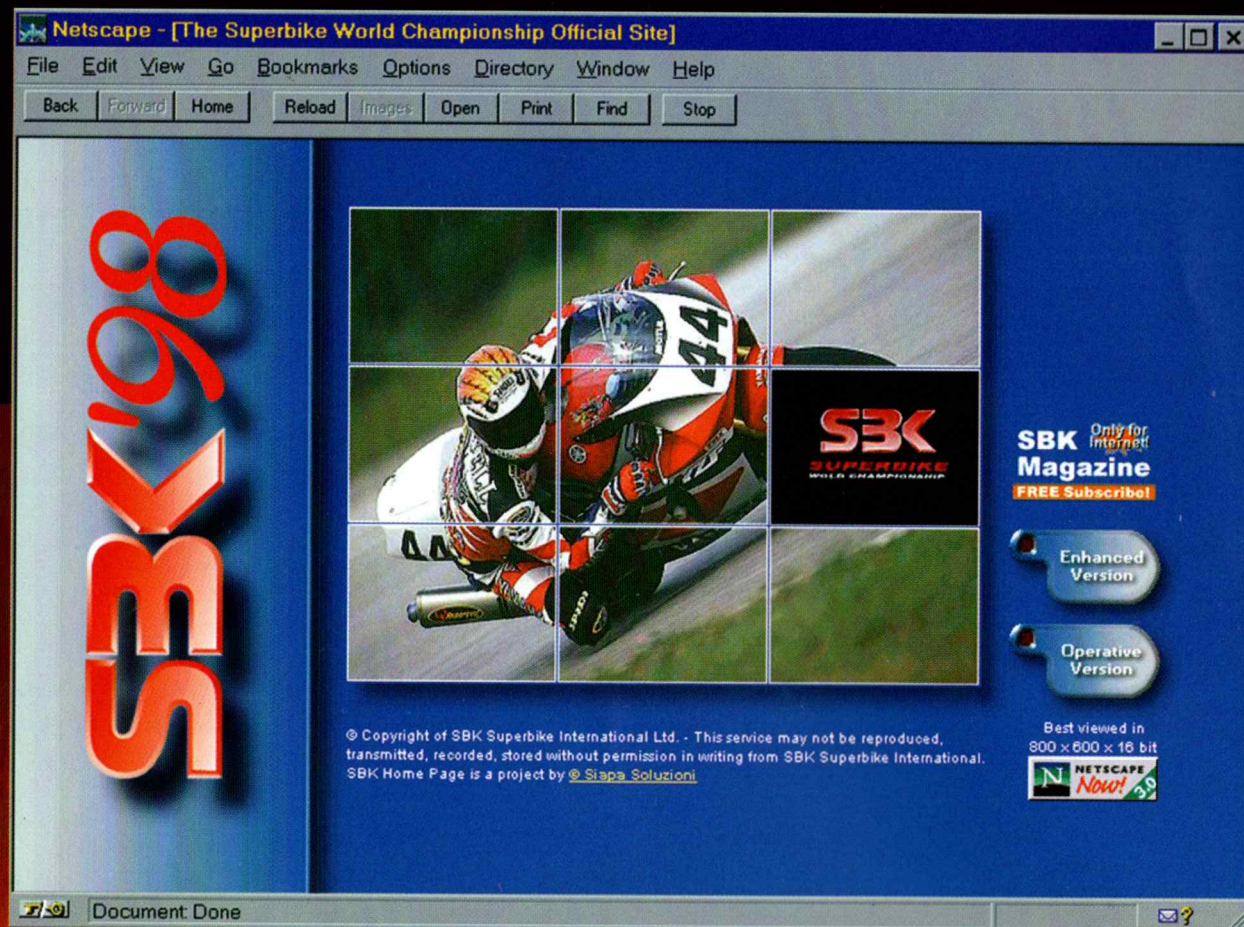
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Welcome

I suspect that to most of you I should be saying 'welcome back' as tens of thousands of you were here last year to witness some of the best racing we've ever seen at Brands Hatch. As the World Superbike Championship grows ever stronger, I am sure that this weekend's spectacle will surpass even 1997's event.

If you weren't here last year then you're in for a treat. Not only is the racing here second to none but Brands is undoubtedly the best spectator circuit in the country - you'll see more of the action here than anywhere else.

It hasn't been the greatest summer for British sport so far but I'm sure that today will mark a turning point. Good luck to everyone competing in the series, including the British Superbike riders who are here to show the rest of the world just how competitive our home-grown series has become.

That's only half of the story however.

What makes World Superbikes at Brands Hatch truly unique is the atmosphere that you, the fans, create. Your commitment to the riders is second to none.

Have a great day and enjoy the racing.

RICHARD GREEN
Managing Director



Photo: Double Red Photographic



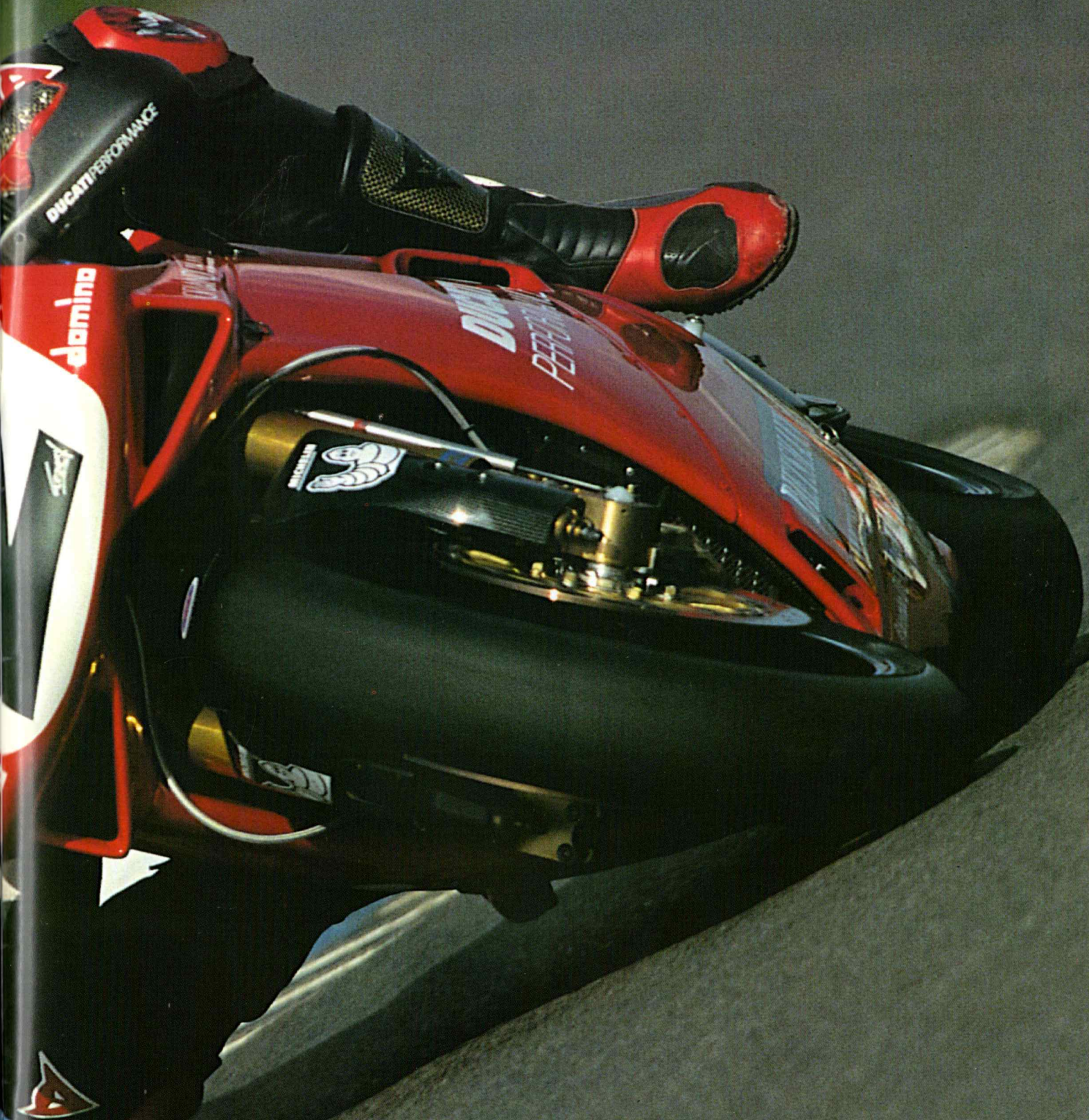
Photo: Clive Challinor



Photo: Steve White



Photo: Steve White



What Carl Fogarty needs this weekend - to make a charge at World Superbike crown number three - is a repeat of his 1995 Brands Hatch double.

Editorial by Gary Pinchin

Foggy, Foggy, Foggy...



Photo: Double Red Photographic

Stand by for a scorcher. This summer's weather might be a tad unpredictable but this ninth round clash of the World Superbikes promises the max. The season is gathering pace. The title is on the line. Carl Fogarty needs to repeat his superb 1995 Brands double to stand any chance of lifting the World Superbike title for a third time. He was only seven points adrift of points leader Aaron Slight going into the last round at Laguna Seca but the incident-hit meeting saw him score just 5.5 points for a first race fifth.

Meanwhile, arch-rival but fellow Ducati works rider, Troy Corser scooped 32.5 points - for a win and a second place - to establish a 27.5 point lead in the series over Honda's Aaron Slight after eight rounds. Fogarty had looked as if he was back to something like top form in the races leading up to the American race. Never his favourite circuit, the factory Ducati was running fifth in the first Laguna race before two major crashes brought a premature end to proceedings and half points were awarded. Foggy now slips to fourth overall, 33 points behind Corser.

But things weren't good for Slight either at Laguna. He was running eighth before the first race shunt and was then one of the riders involved in the huge startline crash when the race was re-started. Initially it was feared he had broken his ankle. He actually suffered a gash on his ankle so, while he's a starter today, he may not be fully race fit.

Laguna went right for Corser though. He was credited with his first win of the year in the red-flagged first race and then picked up second place in race two - and only after losing the lead when eventual winner Haga pulled a controversial overtaking move on the Aussie.

Best package?

This weekend is going to come down to whose motorcycle is the best package. It's been a year of changing fortunes. Twenty-two year old Noriyuki Haga burst on the scene and gave Yamaha three victories in the four races. This was on the YZF750 - the bike most critics had labelled as 'past it's sell-by date.'

Then the Hondas came on strong: Edwards scoring a double at Monza, Slight getting a long-overdue first-ever double at Misano. But lurking there have been Ducatis. And with a newly homologated update of the incredible 916, the pendulum may just have swung back in their favour.

The Honda has been impressive this year. There was a time - not too long ago - that the V-four RC45 worked well at some circuits - but not others. John Kocinski gave the Castrol Honda team the world title last year - and Aaron Slight has been so close to winning the title in other seasons - but there's always been the occasional circuit where the bike didn't work quite so well.

This was one of those tracks. Brands has been

a nightmare for them in the past. Kocinski's two rostrums last year were the first time the bike had ever been in the top three here. But it would be against the odds if the two factory bikes aren't bang on it this weekend.

The RC45 has always had speed and acceleration but now it's got the handling and steering to match. This year's major changes after a winter's development included new injectors and other internal mods to yield more rpm - with the redline now over 10,500rpm. There's also a new twin-arm, swinging arm which weighs less than the original single-sided arm but offers more stability in the turns.

The biggest shock of the year was not the big H finally becoming the 'dominant machine' of superbike racing but the rapid emergence of Colin Edwards as a race winner. The easy-going, laid-back Texan started off cool, coming back from injury last year and a couple of average Yamaha seasons.

The 24 year old started with three seventh places and a sixth - ironically a more impressive start than either Fogarty or Kocinski had in their

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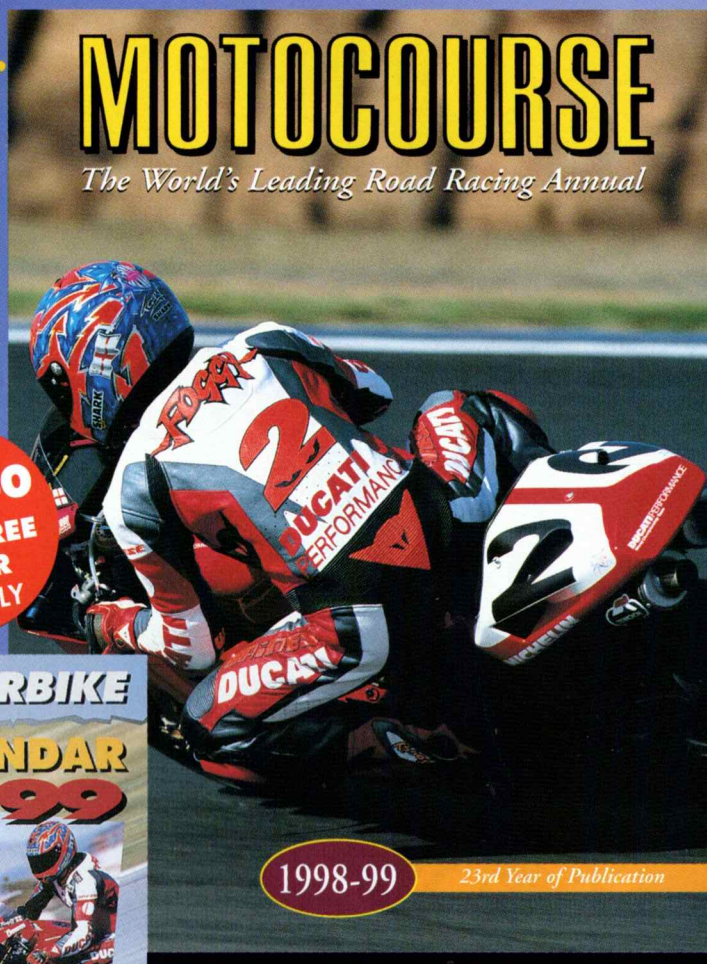
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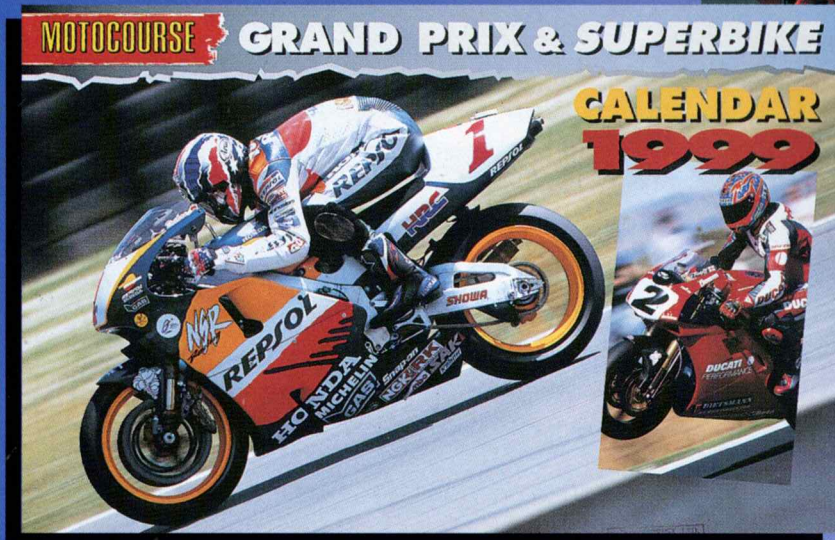
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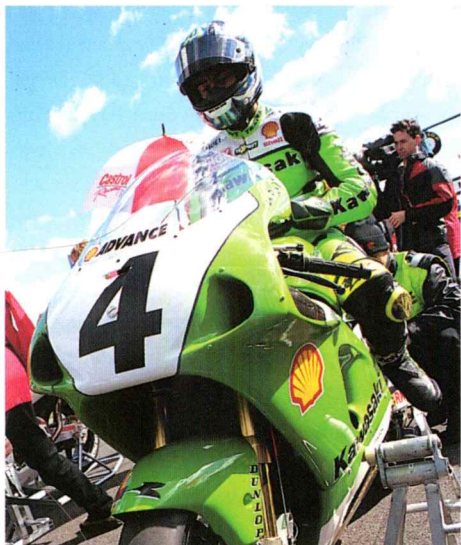


Photo: Clive Challinor

early efforts on the RC45 (okay, Kocinski did win the very first race last year but that was in the wet....) but it was Monza where Edwards stunned everyone by taking both races.

Kiwi Aaron Slight - 32 - has been a leading Superbike contender since he arrived on the scene with the Aussie-run Kawasaki factory team alongside team-mate Robbie Phillis in 1992.

Slight, one of the most amiable racers you'll meet, has finished third in the championship no less than four times and runner-up once. But the question has been asked more than once: 'Can this nice guy win the title?'

The answer has to be an emphatic yes! Slight has ridden the RC45 from day one. It was a nightmare to begin with but the Kiwi has stuck to his task and helped Honda develop the machine into the race winner it is today. And he's now reaping the benefits as his Misano double recently showed.

The downside is that three times this year Slight has been robbed of a potential podium finish. Had Deletang not taken Aaron out into the boondocks in Phillip Island.... Had his motor not blown up in spectacular fashion at Monza....Had he not been involved in the Laguna Seca crash....

Has that title challenge slipped away again?

Troy on course

Ducati and Troy Corser, World Superbike Champions in 1996, are looking the hot favourite for this year's title - even though it seems the situation is changing from race to race this year. While all those around him have had more than a fair share of ups and downs, Corser has the consistency to match his speed.



Photo: Steve White

The Ducati is certainly looking good after recent changes. Superbike, by definition, doesn't produce awesome steps forward in technical developments. The bikes are based on production machines and there's a stringent rule book to abide by. The last time we saw a brand new superbike model launched was in 1996 - the new Suzuki GSX-R750 so every bike in the paddock has been around a while, undergoing refinements. Just like Ducati has shown, there's the occasional step forward with newly homologated designs within the existing package.

This year's bike has three injectors per cylinder, different camshafts, revised airbox, and a relocated engine position to put more weight on the front end.

And the bike has been refined further with recently homologated changes to the intake system and airbox, and revisions to the frame to allow a lower engine location and accommodate the new airbox.

You can bet, however, that there is no exchange of information between the Ducati factory teams. The inter-team rivalry is intense. In the red corner we have Carl Fogarty on the Ducati Performance team, managed by Davide Tardozzi. And in the red corner we have Virginio Ferrari's

ADVDF outfit of Corser and Pierfrancesco Chili.

Fogarty started the season in the best possible way with a win in the first Phillip Island race - and would have won the second had it not been for tyre problems. However, since then, Foggy has not enjoyed the most consistent of results and those two 13th places at the Nurburgring could have hurt his world title hopes.

In fact, Foggy has not gone at all well in the rain this year. He was ninth in the soggy Albacete race yet we saw a display of that typical Foggy grit in the second race when he destroyed the opposition. Never discount him.

Of Ferrari's men, Corser has been the most consistent. Had it not been for his warm-up lap dnf in Kyalami the Aussie would have finished every race this year - and never lower than seventh. Yet he has only been on top of the box once this year - in the crash-strewn first race at Laguna. But don't worry. He knows points make prizes and an incredible 11 visits to the rostrum have kept him right in contention for the title he last won in 1996.

Team-mate Chili has four victories (equal top scorer with Haga) and was incredible in the wet at Albacete and Nurburgring. He also recently scored his first double - at Kyalami - in the dry! But the previous round at Misano was a disaster for him -

no points - and he didn't score in the second leg either. Those dnf's will hurt come the end of season reckoning.

Hardman Haga

Haga made the Yamaha YZF750 look extra special in the early races with three wins from four starts to make everyone sit up and take notice. But even at Donington, where he went so well in the races, he crashed three times in qualifying.

No one was surprised when he took a big hit in qualifying Monza. Everyone was surprised, though, when he dragged himself out of the Clinic Mobilia into the saddle for the races there. Serious commitment. After that, Haga seemed unable to repeat that tremendous early season form - until the recent second Laguna race when he beat Corser. Otherwise, a third at Kyalami and fourth in the second Albacete race were the brighter spots. We may see more race wins from him. But the championship? Maybe it's slipped away...

For Scott Russell, Haga's team-mate, it's been a trying season. There was that awesome Daytona performance when he put everyone in the shade in the non-championship 200 Mile superbike race. He's often shown flashes of brilliance in this series too - but they're all too brief. Whatever happened to the sensational form we used to see on the Muzzy Kawasakis? A couple of sixth places are the best yet but Brands is one of his favourite tracks and you get the feeling that if he can get just one podium slot his whole season could turn around.

Team Kawasaki will pick themselves up from that horrible Laguna meeting where Akira Yanagawa got badly hurt. It had been a season of so much promise. When Yanagawa scored those two fifth spots in the opening round at Kyalami you just felt it was the start of an exciting season for the green team, that the whole season was going to take off. While Yanagawa's season showed no less than seven fifth places and a couple of sixths, Neil Hodgson just hasn't been able to find that level of consistency. In fact, the Brit's best performance to date is one fourth place. It's all very strange since he qualifies well - and says the Dunlops suit him much better than the Ducati Michelins did - but.....

Maybe Brands and the home crowd will spur him on to greater things. And the Kawasaki team certainly deserve a change of fortunes....

Suzuki are making positive strides forward in

the second half of the season. After Goddard's fourth place in the Phillip Island second leg, the team went into recession but dogged development has been rewarded by both riders getting into the top six in recent races. That should lift team spirits!

If there's one rider apart from Fogarty who can get the crowd going it's Whitham. His sixth place in Misano, fourth in Kyalami and recent fifth and sixths at Laguna will have the home crowd anticipating a Whitham charge at the podium. And why not?

Privates on parade

In the past couple of years the plight of the privateer looked increasingly grim, even in World Superbike, but this season Gregorio Lavilla has shown it is still possible for someone to buy a bike and go compete with the big boys. The Spaniard is entered by Nando De Cecco who tunes and prepares the 916SP Ducati himself. When Lavilla took the ride De Cecco offered him a choice: a nice reliable bike to get points week in week out, or a bike he could win with but which might be fragile. Lavilla took the second option and while he might not have won races yet, he's been on the podium twice this year and qualified front row on three occasions.

One Ducati rider who has disappointed is Alessandro Gramigni who rides for Andrea Merloni on the Team Gattalone Ducati. Last year

this was a factory outfit with Chili in the saddle but now Merloni is a privateer entry, and Gramigni - a winner on a Ducati in AMA Superbike in 1996 - has only broke into the top ten on two occasions.

Andrew Stroud, on a former Muzzy team Kawasaki, and Igor Jerman have all scored points this year on the green machines but only Piergiorgio Bontempi, badly injured at Laguna, has made it as high as the top six - in the second Albacete race. Apart from Lavilla it's difficult to see the privateers taking the race to the factory boys - but if you look down the list of British Superbike teams entered then that's a different question altogether....

Gary Pinchin



Photo: Double Red Photographic





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Season so far...

Round 1 - Phillip Island, Australia 21st March 1998

Fogarty got the break in the first race after one-third distance with Haga, Goddard, Chili and Slight battling until the Suzuki rider crashed out. Corser caught Chili and Slight but the Honda star was taken out by Deletang who had run wide off line as Haga went by the French Yamaha.

Fogarty took a relatively untroubled win from Corser, Haga and Chili, with Yanagawa catching them in the closing stages. Edwards was seventh behind local hero Mark Willis - the leading Suzuki. Slight finished ninth after remounting.

Haga, Chili, Slight and Fogarty set the pace in the second encounter with Goddard battling Yanagawa further back then Corser, Edwards and Russell chasing the ninth spot. Chili went out after ten laps with a chunked rear. Haga held off Slight while Fogarty was happy with third after running into tyre problems early on thanks to a drop in track temperature.

Race 1

1. Carl Fogarty	Ducati
2. Troy Corser	Ducati
3. Noriyuki Haga	Yamaha
4. Pierfrancesco Chili	Ducati
5. Akira Yanagawa	Kawasaki
6. Mark Willis	Suzuki

Pole - Troy Corser

Race 2

1. Noriyuki Haga	Yamaha
2. Aaron Slight	Honda
3. Carl Fogarty	Ducati
4. Pete Goddard	Suzuki
5. Akira Yanagawa	Kawasaki
6. Troy Corser	Ducati

Points

1. Haga	41
2. Fogarty	41
3. Corser	30
4. Slight	27
5. Yanagawa	22
6. Edwards	18

Round 2 - Donington Park, England 13th April 1998

Lavilla put his Ducati on the front row but a loose radiator cap meant he started from the pit lane and went out on the first lap with engine problems. Corser, Haga (after three crashes in qualifying) and Chili led the first race with Slight desperately trying to latch onto Chili's tow.

Corser had some tyre vibration develop in the closing stages which left Haga in control. Chili took third after Slight faded. Fogarty was seventh after a bad start.

Drama for Foggy after the warm-up lap for race two when a fuel cap worked loose but come the race he was right up there with Chili, Haga and Lavilla. Then came a red flag after 11 laps when Chris Walker's Kawasaki blew up going into Goddard.

Fogarty, Haga, Corser and Slight fought a thrilling battle in the re-start and it was Foggy delighting the fans by taking the flag first. However, on aggregate time, Haga was the official race winner from Corser.

Race 1

1. Noriyuki Haga	Yamaha
2. Troy Corser	Ducati
3. Pierfrancesco Chili	Ducati
4. Aaron Slight	Honda
5. Akira Yanagawa	Kawasaki
6. Colin Edwards	Honda

Pole - Troy Corser

Race 2

1. Noriyuki Haga	Yamaha
2. Troy Corser	Ducati
3. Carl Fogarty	Ducati
4. Aaron Slight	Honda
5. Pierfrancesco Chili	Ducati
6. Niall Mackenzie	Yamaha

Points

1. Haga	91
2. Corser	70
3. Fogarty	66
4. Slight	53
5. Chili	40
6. Edwards	37

Round 3 - Monza, Italy, 10th May 1998

Haga's massive highside during qualifying left him battered and bruised. Slight, from pole, and Edwards, looked to have the first race sewn up early on having broken the tow from the pursuing Ducatis of Corser, Chili and Fogarty plus Hodgson's Kawasaki. Edwards scored his first win on the RC45 followed by Slight who said his bike didn't have the power to outdraft his team-mate. Corser got by Hodgson for third despite a fading front brake.

Russell jumped the start in race two and pulled in after one lap since he knew he'd get a stop and go penalty that would drop him out of race contention. Foggy and Corser led briefly but the Hondas soon assumed control. Slight was looking to pass his team-mate just past the pits when his motor let go in spectacular fashion. Edwards made it a double win with Fogarty, Chili and Corser filling the next three spots on the red bikes. Whitham picked up fifth.

Race 1

1. Colin Edwards	Honda
2. Aaron Slight	Honda
3. Troy Corser	Ducati
4. Neil Hodgson	Kawasaki
5. Pierfrancesco Chili	Ducati
6. Carl Fogarty	Ducati

Pole - Aaron Slight

Race 2

1. Colin Edwards	Honda
2. Carl Fogarty	Ducati
3. Pierfrancesco Chili	Ducati
4. Troy Corser	Ducati
5. James Whitham	Suzuki
6. Akira Yanagawa	Kawasaki

Points

1. Haga	104
2. Corser	99
3. Fogarty	96
4. Edwards	87
5. Slight	73
6. Chili	67

Round 4 - Albacete, Spain 24th May 1998

A delayed start meant no difference to the riders as heavy rain refused to abate. It was a strange sight in the early laps: Haga leading from Hodgson, Gramigni, Edwards, Lavilla and Slight. Lavilla took the lead but Chili was on a charge and took over just before half distance. Corser also caught and passed the Spaniard and that's the way it stayed. Slight was fourth in front of Edwards while Fogarty was back in ninth and looking very uncomfortable.

Second race, however, in much improved conditions, saw Fogarty in his fighting spirit. He made a great launch, followed by Haga but behind them it was mayhem in the first turn. Lavilla, Edwards, Whitham and Hodgson were involved in the shunt and only the two Brits could continue, albeit near the back of the field.

Fogarty took a clear win. Slight fought off a stiff challenge from Corser for second after Haga faded to fourth. Whitham finished 11th after some hard riding through the pack.

Race 1

1. Pierfrancesco Chili	Ducati
2. Tory Corser	Ducati
3. Gregorio Lavilla	Ducati
4. Aaron Slight	Honda
5. Colin Edwards	Honda
6. Scott Russell	Yamaha

Pole - Haga

Race 2

1. Carl Fogarty	Ducati
2. Aaron Slight	Honda
3. Troy Corser	Ducati
4. Noriyuki Haga	Yamaha
5. Pierfrancesco Chili	Ducati
6. Piergiorgio Bontempi	Kawasaki

Points

1. Corser	135
2. Fogarty	128
3. Haga	123
4. Slight	106
5. Chili	103
6. Edwards	98

Round 5 - Nurburgring, Germany 7 June 1998

More rain greeted the teams on Superbike's first visit to the Nurburgring. Lavilla was a first lap faller again. Edwards took the lead from Yanagawa, Corser, Slight, Haga and Chili. Slight picked up the pace to join Edwards while Haga went off track but didn't go down. Slight kept a relentless pace to shake off Edwards, scoring his first win of the year. Edwards made it a Honda 1-2. Chili was third from Yanagawa and Haga. Second race it was Chili setting the pace. Slight looked to be catching him but slid off. He quickly remounted but had dropped to fourth. Edwards was unable to do anything about Chili - and Slight didn't have enough time to catch third-placed Corser. Lavilla this time had a good race to sixth behind Yanagawa, displacing Haga late on. Fogarty had a miserable weekend with two 13th places.

Race 1

1. Aaron Slight	Honda
2. Colin Edwards	Honda
3. Pierfrancesco Chili	Ducati
4. Akira Yanagawa	Kawasaki
5. Noriyuki Haga	Yamaha
6. Peter Goddard	Suzuki

Pole - Corser

Race 2

1. Pierfrancesco Chili	Ducati
2. Colin Edwards	Honda
3. Troy Corser	Ducati
4. Aaron Slight	Honda
5. Akira Yanagawa	Kawasaki
6. Gregorio Lavilla	Ducati

Points

1. Corser	160
2. Chili	144
3. Slight	144
4. Haga	143
5. Edwards	138
6. Fogarty	134

Round 6 - Misano, San Marino 21 June 1998

Dreadful weekend for Chili. He crashed out early in the first race - his third fall of the weekend. Slight took control of the race after six laps and held a narrow lead while Corser, Edwards and Haga disputed second place. Edwards looked clear of Corser but the Aussie staged a fightback and grabbed second two laps from home. Haga crashed out, handing fourth to Fogarty who had worked hard to get clear of Yanagawa and Whitham. Foggy initially led the second race but was soon back to third behind Corser and Slight, with Whitham also in on the action and Edwards completing the bunch.

Slight and Corser broke clear and it was a mistake from the Ducati rider which handed Slight his first-ever double Superbike victory - though he nearly lost it on the line after some premature celebrations. Corser almost pipped him.

Race 1

1. Aaron Slight	Honda
2. Tory Corser	Ducati
3. Colin Edwards	Honda
4. Carl Fogarty	Honda
5. Akira Yanagawa	Kawasaki
6. James Whitham	Suzuki

Pole - Corser

Race 2

1. Aaron Slight	Honda
2. Troy Corser	Ducati
3. Carl Fogarty	Ducati
4. Colin Edwards	Honda
5. Akira Yanagawa	Kawasaki
6. Scott Russell	Yamaha

Points

1. Corser	200
2. Slight	194
3. Edwards	167
4. Fogarty	163
5. Chili	144
6. Haga	143



Photo: Double Red Photographic



Photo: Double Red Photographic



Photo: Steve White

championship points

Round 7 - Kyalami, South Africa 5th July 1998

Another new track for the Superbikes. Corser was devastated when his fuel hose split and sprayed gas all over the bike just before the first race started. Fogarty led it until the closing stages when his tyre started to go away. That allowed Chili to take over for his third win of the season. Fogarty and Lavilla made it a Ducati 1-2-3 and Whitham scored his best result of the year coming home fourth.

Chili dominated the second race while Fogarty battled with Haga in, the Brit coming out on top by 0.2s. Slight was taken out in a three-bike crash involving Whitham and Lavilla when the Ducati blew up. He remounted to record his second eighth place of the day but still moved into the points lead over the luckless Corser who could only finish seventh in race two.

Race 1

- | | |
|------------------------|----------|
| 1. Pierfrancesco Chili | Ducati |
| 2. Carl Fogarty | Ducati |
| 3. Gregorio Lavilla | Ducati |
| 4. James Whitham | Suzuki |
| 5. Peter Goddard | Suzuki |
| 6. Akira Yanagawa | Kawasaki |
- Pole - Chili

Race 2

- | | |
|------------------------|----------|
| 1. Pierfrancesco Chili | Ducati |
| 2. Carl Fogarty | Ducati |
| 3. Noriyuki Haga | Yamaha |
| 4. Colin Edwards | Honda |
| 5. Akira Yanagawa | Kawasaki |
| 6. Peter Goddard | Suzuki |

Points

- | | |
|------------|-----|
| 1. Slight | 210 |
| 2. Corser | 209 |
| 3. Fogarty | 203 |
| 4. Chili | 194 |
| 5. Edwards | 187 |
| 6. Haga | 168 |

Round 8 - Laguna Seca, USA, 12th July 1998

Crashes marred this round. Doug Chandler and Akira Yanagawa crashed at the Corkscrew bringing out the red flag. Then there was a crash coming off the grid in the restart. The race was abandoned and half points awarded as per the classification at the end of the first stoppage. That gave Corser the victory over Yanagawa and Chandler.

In the second leg, Haga passed Corser late in the race to claim his fourth victory of the year. American prospect, Ben Bostrom took third on the American Honda RC45.

Fogarty finished fifth in the first race but a second race dnf dropped him to fourth in the standings behind Chili. James Whitham, however, put in two solid performances with sixth and fifth place finishes. Neil Hodgson was sixth in the second race, ninth in the first.

Race 1

- | | |
|-------------------|----------|
| 1. Troy Corser | Ducati |
| 2. Akira Yanagawa | Kawasaki |
| 3. Doug Chandler | Kawasaki |
| 4. Ben Bostrom | Honda |
| 5. Carl Fogarty | Ducati |
| 6. James Whitham | Suzuki |
- Pole - Corser

Race 2

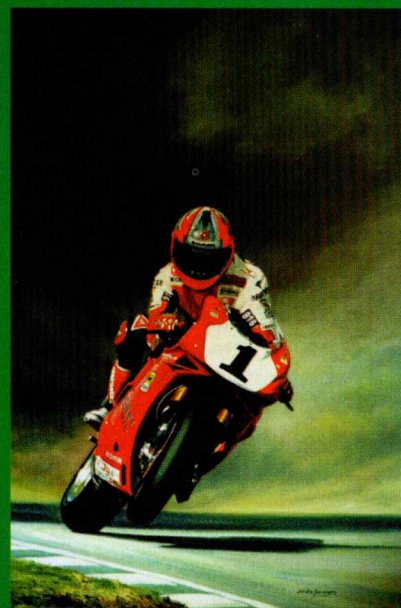
- | | |
|------------------------|----------|
| 1. Noriyuki Haga | Yamaha |
| 2. Troy Corser | Ducati |
| 3. Ben Bostrom | Honda |
| 4. Pierfrancesco Chili | Ducati |
| 5. James Whitham | Suzuki |
| 6. Neil Hodgson | Kawasaki |

Points

- | | |
|------------|-------|
| 1. Corser | 241.5 |
| 2. Slight | 214 |
| 3. Chili | 211.5 |
| 4. Fogarty | 208.5 |
| 5. Edwards | 195.5 |
| 6. Haga | 193 |

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Want to take a fast lap with Carl Fogarty? Here's how the double World Superbike Champion will attack the Brands track...

Editorial by Gary Pinchin

On line with Foggy

"That was a very special day when I did the double here in 1995 - you can't beat that. It was the first time for me winning there. Brands had never been kind to me before that. It was also the first time we'd seen a 50,000 crowd for a World Superbike round in England. It was an incredible day in my career. Nothing can ever be better than that for me. The weather was scorching. It was great. If I had to pick one moment from my career, that day at Brands would have to be it. It can be

equalled - but never bettered. If I go back this year and do the double I can assure you it will be as good!

Brands is a really demanding circuit. There's lots of undulations. There's off camber turns. Slow corners, fast corners. You need the bike set up perfectly.

On a flying lap on the Ducati I'll be in fifth along the top straight past the pits and grandstands. Then it's down two gears into third for Paddock. I'm looking for where the

corner starts to drop away. I look for the white line that marks the pit lane exit. There's a lot of different (racing) lines around Paddock. I tend to start middle of the road, hold it in tight and then get good drive down the hill. There's a bit of a bump mid-corner. If you go in a bit fast you tend to run a bit wide and you're out on the rumble strips before you can get on the gas. I change up to fourth down the drop - in '95 I could hold it in third all the way down there so I only had to go down one for the Hairpin. Last year, because of the way the bike was, I had to go up to fourth and then back to second.

You're hard on the brakes for Druids. Sometimes, early in the race, I'll go back to first, if I'm trying to get inside someone. I try to spoil their line, get inside them and then slow myself up, get back into second and set off again. You will lose time doing that but it gets you by someone. Otherwise I take it in second...

The exit was a bit of a problem last year because of the characteristics of the bike.... It was the same with any corners like those that come back on themselves. I was leaning that far over, trying to get the bike turned, I was pulling it off traction. That's how I went down (in '97) and I wasn't even on the gas. It just lost traction. In '95 I could just ride around. I was able to hold a tighter line and get on the gas quicker because I was upright.



Photo: Double Red Photographic



Photo: Double Red Photographic



Photo: Double Red Photographic

Anyway, you plunge down Graham Hill Bend, changing up to third. This is not one of my favourite corners. The bike feels a bit vague here. I like to go in with a bit of gas on to keep the weight off the front. Otherwise, with the downhill drop, you are loading the front up. You need to get on the gas early as possible.

In '95 I was holding third all the way along there through the bottom bend (Cooper Straight). I know it's claimed a few there but I've never thought of it as a highside corner. Mid-corner maybe, but not on the exit. You should have a lot of feel by the exit. Last year I was going up to fourth along the straight then back to second for Surtees. It's a bit chattery going in there. The surface changes there where the short circuit leads away from the long circuit. I tend to hold it tight there because it's easy to run wide on the exit. It turns back on you a little there. I'm usually climbing all over the front of the bike trying to keep the front wheel down on the exit as the track goes uphill. I probably look a little out of shape there!

I'm up to fifth along the (Pilgrim's) straight, then back two gears for the next corner (Hawthorn Bend). There's not much run-off there but I like it. You run in quite fast and hold a tight line. On the exit there, I'm not sure if I go up to fourth along the short straight or hold third. Maybe in '95 I did hold third. I'm not sure to be honest...

The next corner (Westfield) is dropping away from you just as you are asking a lot of the front tyre. It's a bit scary and so easy to lose the front. But then it's really easy to lose the rear as you accelerate out.

Again, there's not a lot of run-off.

I hook fourth from there and up to the crest of the rise (Dingle Dell Corner) it's, 'brmm, third gear, looking for the kerb on the inside and try to straight line it. I lift the bike up as I hit the kerb. It's a difficult corner to learn because you're always trying to work out where to clip that kerb.

The next corner (Stirlings Bend) often catches me out. Again, it wasn't too bad in '95 but the last two years there it's felt like the front is pushing really hard. I've not been that quick around there. I crashed the Honda there in '96. I was running fourth and lost concentration. I went down to first and fell off...

It's a corner you have to be careful of early in the race too. There's not many left handers at Brands and this one can catch you out. You can lose the rear. It's a second gear corner and it's low on the revs too so the bike tends to be vague at both the front and rear ends! I hit fourth driving down towards Clearways then it's back one for Clearways. I tend to be bit more middle of the road than most. I don't like to run too wide in there because it seems like you're never going to pull back on line. There's a bump on the exit (Clark Curve) so I tend to pick the bike up a little and then drop it back down again. In '95 I remember lifting the bike up, wheeling over the bump and then dropping it back down again. That was fun and it seemed so easy.

It's not so much of a highside corner on the exit as the short circuit Clearways might be. I bet it was good to watch there in '96. The Honda was absolutely terrible through there.



Photo: Steve White

Bouncing around so bad I had to stand on the pegs and ride it motocross style over the bumps.. What a nightmare. Hopefully, it won't be like that this year!

I'm really looking forward to it. I know exactly what I need to do, and I want to give the fans something to cheer about this year again!



Photo: Double Red Photographic

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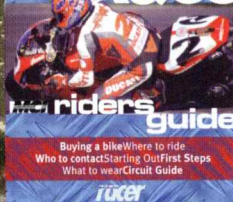
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Published by: Key Publishing Ltd, PO Box 100, Stamford Lincs, Tel: 01780 755131

On sale at newsagents from Thursday, 6 August

Burnley's Neil Hodgson is approaching the ninth round of the Superbike World Championship at Brands Hatch in a positive frame of mind.

Hodgson's Positive Approach

The Kawasaki Racing Team rider currently lies tenth in the series on 80.5 points and is looking for a change of fortune on the 2.6 mile Grand Prix circuit.

"This season has been like a roller-coaster ride for me," says 24 year-old Hodgson. "There have been a lot of ups and downs along the way. At times, I've felt like I'm on rails, but at other times it's been as if my whole world has been turned upside down.

"The main problem for me has been consistency, both in terms of the way that I've been riding and the set-up I've achieved on the Kawasaki. However, there have been signs that I am turning the corner. I now see the latter half of the season as a time to really improve my performances and make some progress in the series overall."

What better time for Hodgson to improve on his best finish of the season - a fourth at Monza - than to claim that elusive rostrum position in front of his home fans. The potential is certainly there - in last season's corresponding event, he led the early stages of the first leg, and was in a safe top three position in the second race when it was stopped early due to rain.

"I like the variation that Brands Hatch has to offer with the uphill and downhill sections and the many different types of corners. My favourite section is the Indy Circuit and in particular Clark Curve where you hit that great wall of noise as you come on to the Brabham Straight. The natural amphitheatre adds to the superb atmosphere of the event, and unlike many other circuits,



you can actually appreciate the size of the crowd!"

YANAGAWA ON ROAD TO RECOVERY

At the time of going to press, it remained unclear if Akira Yanagawa would be racing at Brands Hatch this weekend following his widely publicised crash at Laguna Seca on 12 July. Fortunately, he is making steady progress on the road to a full recovery, and even if he doesn't make it to the starting grid this weekend, he will certainly be at the A-1 Ring in Austria for the next round on 30 August.

The 27 year-old Kawasaki Racing Team rider has certainly been helped by the hundreds of cards, faxes, e-mails and messages of goodwill that he has received from World Superbike fans on every continent. Many of these came from the UK, a fact that has not gone unnoticed by Yanagawa:

"I would like to thank all the British fans for the get-well messages and birthday greetings I received in America and when I flew back to Japan. They really made a difference to me during my time in hospital.

"It will be a pity if I am unable to race at Brands Hatch. I was surprised by the number of spectators last year on my first visit to the circuit, particularly on the Grand Prix section. I like riding in front of so many people - it's a very different experience to my home race in Japan!"

 **Kawasaki
Racing Team**

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SUPERBIKE WORLD CHAMPIONSHIP

EUROPEAN ROUND - BRANDS HATCH GRAND PRIX CIRCUIT

31st July - 2nd August 1998

Friday 31st July - Practice

Supersport World Series	10.15 - 11.15	Free Practice
World Superbike	11.30 - 12.30	Free Practice
British Powerbike Championship	12.45 - 13.15	Free Practice
Supersport World Series	14.00 - 15.00	Official Practice
World Superbike	15.30 - 16.30	Official Practice
Supermono European	16.45 - 17.15	Free Practice
British Powerbike Championship	17.25 - 17.55	Official Practice

Saturday 1st August - Practice

British Powerbike Championship	09.30 - 10.00	Official Practice
Supersport World Series	10.15 - 11.15	Free Practice
World Superbike	11.30 - 12.30	Official Practice
Supermono Series	12.45 - 13.15	Official Practice
Supersport World Series	14.00 - 15.00	Official Practice
World Superbike	15.15 - 15.45	Free Practice
World Superbike	16.00 - 16.45	Superpole
Supermono Series	16.50 - 17.20	Official Practice

Races Start 17.32

1. British Powerbike Championship	10 Laps
-----------------------------------	---------

Sunday 2nd August - Practice

World Superbike	09.30 - 09.50	Warm-Up
Supersport World Series	10.05 - 10.25	Warm-Up

Pit Walk 10.35 - 11.25 - Including Brass Band

Races Start 12.00

2. FIM World Superbike Championship	25 Laps
-------------------------------------	---------

Lunch Break 13.00 - 14.00 - Including track display from Team Obsolete & the Ducati Experience

Races Start 14.00

3. Supersport World Series	23 Laps
4. FIM World Superbike Championship	25 Laps
5. Supermono Series	15 Laps
6. British Powerbike Championship	10 Laps

RACE 1(Sat) & 6(Sun) - 10 LAPS

BRITISH POWERBIKE CHAMPIONSHIP

FACTFILE

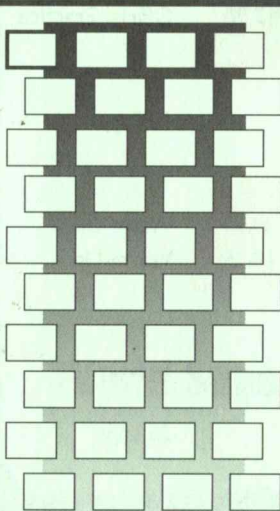
Championship Information

This is an all new championship for 1998 for machines 701cc and over, four-stroke, but not rotary engine. 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 which have been manufactured within the preceding five years and have been readily available to the public through normal British retail outlets and have been imported by the official British importer.

Championship Dates

1. April 11-13 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

STARTING GRID



LAP RECORD

TO BE ESTABLISHED

NO.	RIDER	(COUNTRY)	ENTRANT/OWNER/SPONSOR	MACHINE
1	Paul Brown	Scunthorpe	Sanyo Honda Britain	Honda
2	Steve Plater	Woodhall Spa	Sanyo Honda Britain	Honda
5	Pete Beale	Alderton	Pete Beale Racing	Yamaha
6	Dean Thomas	Australia	GR Suzuki/Best of Bikes	Suzuki
7	Gary Byrne	Pinner	HGB Motorcycles(Ruislip)Ltd	Honda
8	Tom Cuddy	London	INS Frontiers	Ducati
9	David Jefferies	Shipley		Yamaha
11	Mark Coleing	Loughton	Hyside Motorcycles/S.Essex Motorcycles	Yamaha
13	Dan Harris	Sanderstead	Team Frontiers	Yamaha
14	Pete Graves	London	Pete Graves Racing	Yamaha
15	Dean Ashton	Hull	Ashton Performance Centre	Yamaha
18	Paul Shook	Blackwood		Suzuki
23	Chris Sherring	Farringdon	No Limits Racing	Honda
24	Paul Jones	Swansea	M & P Accessories	Kawasaki
27	Paul Teasdale	Lowestoft	Conway Motors	Suzuki
28	Jamie Hitter	Lowestoft	AR Motorcycles	Suzuki
29	Andy Bailey	Abingdon	Cornerhouse Seat	Yamaha
33	Francis Williamson	Petersfield	Clive Wood/Jack Lilley Racing	Triumph
34	Sanjay Sharma	Bexhill on Sea		Yamaha
36	Carl Marsden	Nottingham		Suzuki
38	Mark Ditchfield	Halkyn	Woriwaki Honda Britain Racing	Honda
41	Tony McNally	Ferring		Suzuki
42	Steve Dey	Milton Keynes		Suzuki
50	Rhys Boyd	Mitcham	Hartgate Motorcycles Ltd	Honda
55	Alan Batson	Weston Torville	Jack Lilley/General Guarantee	Triumph
64	Winsor Jones	Shrewsbury	PJM Racing	Suzuki
65	Gary Lyford	Newbury	Probike of Newbury	Kawasaki
66	Simon Smith	Harrogate	Performance Bikes Magazine	Honda
77	Richard Grover	Alton		Yamaha
88	Colin Hipwell	Doncaster	PSU Designs/Sloanes Tavern	Suzuki
90	Neil Jones	Sunbury on Thames		Honda
96	Ian Armstrong	Winterton-on-Sea		Ducati

RESULTS RACE 1

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

RESULTS RACE 6

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

RACE 2 & 4 25 LAPS

SBK SUPERBIKE WORLD CHAMPIONSHIP

FACTFILE

Series Information

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

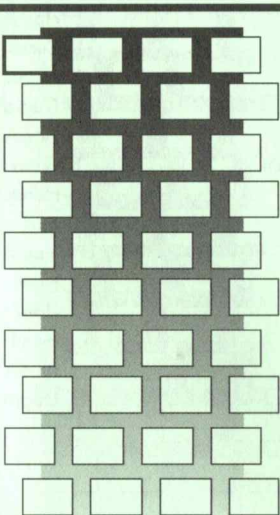
Qualifying

New for this year is 'Superpole'. Used in Australia, it made for lively action for the crowds at the circuit, and for TV. There are two periods of timed qualifying, one on Saturday afternoon, the other on Sunday morning. The top 16 qualifiers overall then go into a one lap timed 'shoot out' in reverse order. Each has one sighting lap, one flying lap and one slow down lap. The final grid is then derived of the basis of the times set in this session, with the fastest taking pole. Grid positions 17 to 36 are determined by the times set in the initial two timed sessions.

Championship Dates

- 1 March 22 Phillip Island (A)
- 2 April 13 Donington (GB)
- 3 May 10 Monza (I)
- 4 May 24 Albacete (S)
- 5 June 7 Nurburgring (G)
- 6 June 21 Misano (SM)
- 7 July 5 Kyalami (SA)
- 8 July 12 Laguna Seca (USA)
- 9 August 2 Brands Hatch (European)
- 10 September 6 Assen (N)
- 11 September 22 Sentul (Ind)
- 12 October 4 Sugo (J)
- 13 October 11 Shah Alam (Mal)

STARTING GRID



LAP RECORD

CARL FOGARTY
(Ducati)

time: 1m 26.37sec
average speed: 108.42mph
date: 03.08.97

NO.	RIDER	(COUNTRY)	ENTRANT/OWNER/SPONSOR	MACHINE
2.	Carl Fogarty	GB	Ducati Performance	Ducati
4.	Akira Yanagawa	Japan	Kawasaki Racing Team	Kawasaki
5.	Neil Hodgson	GB	Kawasaki Racing Team	Kawasaki
6.	Peter Goddard	Australia	Suzuki WSB	Suzuki
7.	Pierfrancesco Chili	Italy	Ducati ADVF	Ducati
8.	Jamie Whitham	GB	Suzuki WSB	Suzuki
10.	Andrew Stroud	New Zealand	Andrew Stroud Racing	Kawasaki
11.	Troy Corser	Australia	Ducati ADVF	Ducati
15.	Igor Jerman	Slovenia	Team Bertocchi	Kawasaki
27.	Frederic Protat	France	FP Racing	Ducati
31.	Niall Mackenzie	GB	Cadbury Boost Yamaha	Yamaha
32.	Troy Bayliss	Australia	Team GSE Ducati	Ducati
35.	Gregorio Lavilla	Spain	De Cecco Racing	Ducati
37.	Terry Rymer	GB	Team Crescent Suzuki	Suzuki
38.	James Haydon	GB	Team Crescent Suzuki	Suzuki
39.	Alessandro Gramigni	Italy	Gattolone Racing Team	Ducati
41.	Noriyuki Haga	Japan	Yamaha WSBK	Yamaha
42.	Chris Walker	GB	Team Kawasaki UK	Kawasaki
44.	Scott Russell	USA	Yamaha WSBK	Yamaha
45.	Colin Edwards	USA	Castrol Honda	Honda
49.	John Reynolds	GB	Reve Red Bull Ducati	Ducati
50.	Jiri Mrkyva	Czech Rep.	SBK Team JM	Honda
51.	Steve Hislop	GB	Cadbury Boost Yamaha	Yamaha
53.	Vladimir Karban	Slovak Rep.	Karban Racing Team	Suzuki
54.	Iain MacPherson	GB	Team Kawasaki UK	Kawasaki
56.	Sean Emmett	GB	Reve Red Bull Ducati	Ducati
59.	Phil Giles	GB	Sunquest Holidays	Kawasaki
60.	Pete Graves	GB	Pete Graves Racing	Ducati
64.	Matt Llewellyn	GB	Team GSE Ducati	Ducati
66.	Bret Sampson	GB	GT Motorcycles Plymouth	Kawasaki
67.	Max Vincent	GB	Sabre Racing	Kawasaki
68.	Steve Marks	GB	Clifford James Footwear	Kawasaki
111.	Aaron Slight	New Zealand	Castrol Honda	Honda

RESULTS RACE 2

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

RESULTS RACE 4

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

RACE 3 23 LAPS



SUPERSPORT WORLD SERIES

FACTFILE

Series Information

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

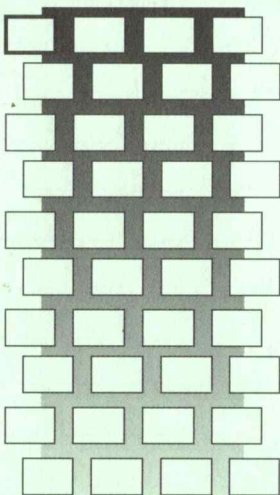
Eligible Machines

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

Championship Dates

- 1 April 13 Donington (GB)
- 2 May 10 Monza (I)
- 3 May 24 Albacete (S)
- 4 June 7 Nurburgring (G)
- 5 June 21 Misano (SM)
- 6 July 5 Kyalami (SA)
- 7 July 12 Laguna Seca (USA)
- 8 August 2 Brands Hatch (European)
- 9 August 30 A1 Ring (A)
- 10 September 6 Assen (N)

STARTING GRID



NO.	RIDER	(COUNTRY)	ENTRANT/OWNER/SPONSOR	MACHINE
1	Paolo Casoli	Italy	Ducati Performance	Ducati
2	Vittoriano Guareshi	Italy	Yamaha Belgarda	Yamaha
3	Yves Brigue	Switzerland	Endoug Marchesi Course	Ducati
4	Stephan Chambon	France	Team Alstare Corona	Suzuki
5	Massimo Meregalle	Italy	Yamaha Belgarda	Yamaha
6	Mario Innamorati	Italy	Kawasaki Team Italia SS	Kawasaki
8	Fabrizio Pirovano	Italy	Team Alstare Corona	Suzuki
9	Wilco Zeelenberg	Netherlands	Deecee Jeans Yamaha Kobutex R T	Yamaha
10	Thomas Hinterreiter	Austria	RT San Marino	Kawasaki
11	Giovanni Bussci	Italy	Suzuki Italy	Suzuki
12	Albert Aerts	Belgium	BKM Racing Team	Yamaha
13	Kirk McCarthy	Australia	Castrol Honda	Honda
16	Sebastian Sharpentier	France	Honda Reflex Team	Honda
17	Pierre Riba	Spain	Team Garella Racing	Ducati
18	Chritiano Migliorati	Italy	Endoug Marchesi Course	Ducati
19	Walter Tortoroglia	Italy	Sacchi Course	Suzuki
20	Werner Daemen	Belgium	Kawasaki Belgium	Kawasaki
21	Roberto Teneggi	Italy	Team Falappa by Ghelfi	Ducati
22	Stephan Nebel	Germany	Kawasaki Junior Team	Kawasaki
27	Camillio Mariottini	Italy	Team Bimota Arrow	Bimota
28	Javier Rodriguez	Spain	Lozamo Racing	Yamaha
30	Alan Kempner	Belgium	BKM Racing Team	Yamaha
33	Roberto Ulm	Austria	Sebring Yamaha Austria	Yamaha
34	Guiseppe Fiorillo	Italy	Suzuki Italia	Suzuki
35	Mauro Lucchiari	Italy	De Cecco Racing	Ducati
37	Serafino Foti	Italy	Team Bimota Tamoil	Bimota
46	Shane Byrne	GB	GH Bromley Haulage	Yamaha
47	Stuart Wickens	GB	Franshot Tone	Honda
48	Phil Borley	GB	Team Raceways	Honda
49	Philip McCallam	N. Ireland	Motorcycle City	Honda
50	Dean Thomas	Australia	GR Suzuki	Suzuki
52	James Toseland	GB	Castrol Honda	Honda
53	Glen Richards	Australia	D & E Racing	Honda
57	Angelo Conti	Italy	GI Motor	Suzuki
58	Sebastian Scarnato	France	Gyot Motorcycle Team	Kawasaki
59	Dave Muscat	France	FP Racing	Ducati
60	Torteif Hartleman	Netherlands	Team Ten Kate	Honda
62	Mile Pajic	Netherlands	Motorsport Druuten Kawasaki	Kawasaki
63	Jan Hansson	Sweden		Honda
64	Eric Gomez	France	Suzuki Castrol Team	Suzuki
76	Andy Pallot	GB	D & E Racing	Honda
77	Dave Rathbone	GB	Team Raceways	Honda
78	Karl Harris	GB	Cabb Racing	Honda
79	Carl Muggeridge	Australia	Seeley Sport Management	Honda
87	Roberto Panichi	Italy	Team Bimota Tamoil	Bimota
96	Claude Alain Jaggi	Switzerland	Phillippe Coulon Team	Ducati

LAP RECORD

MICHAEL PAQUAY
(Ducati)

time: 1m 30.59sec

average speed: 103.32mph

date: 03.08.97

RESULTS

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

RACE 5 15 LAPS

SUPERMONO SERIES

FACTFILE

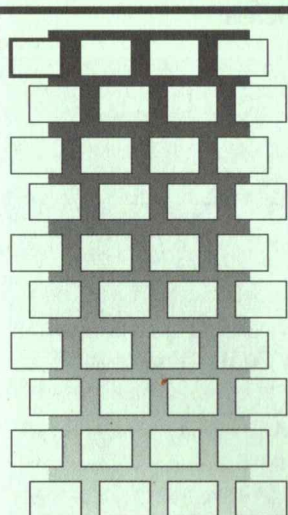
Championship Information

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

Championship Dates

- 1 April 13 Donington (GB)
- 2 May 10 Monza (I)
- 3 May 24 Albacete (S)
- 4 June 7 Nurburgring (G)
- 5 June 21 Misano (SM)
- 8 August 2 Brands Hatch (European)
- 9 August 30 A1 Ring (A)
- 10 September 6 Assen (N)

STARTING GRID



NO.	RIDER	(COUNTRY)	ENTRANT/OWNER/SPONSOR	MACHINE
1.	Frank Reisky	Germany	Over Racing Project	Over OV-20 762
3.	Steve Marlow	GB	Team James Racing	Norton 690
4.	Richard Cutts	GB	Moto Cinelli	Ducati 570
5.	Steve Ruth	GB	PFM-Tigcraft	Tigcraft 720
6.	Lambert van Gompel	Netherlands	Mono van Gompel	Suzuki 800
7.	Mark Lawes	GB		Nico Bakker 740
8.	David Morris	GB	Chrysalis Racing/Park Lane BMW	BMW F650
9.	Nigel Manning-Morton	GB	Rascals Racing	Tigcraft BMW 650
10.	Tesfai Konig	Sweden	Solna MC Racing	Ducati 572
11.	Gary Cotterall	GB	Norton Motors Deutschland	Norton 720
13.	Enrico Cairo	Italy	CR Racing Team	RAPP 718
14.	Mario Garbin	Italy	Corby Mono	
17.	Clive Chitty	GB		Tigcraft 690
18.	Jan Schaper	Netherlands	Cor Beets/RO/Dick Hoogland	BMW 650
19.	John Barton	GB		Ducati 572
20.	Paul Harrison	GB		Spondon Rotax 606
21.	Adrian Stringer	GB	Stringer Racing	Harris Yamaha 686
23.	Richard Shepherd	GB		Shepherd 795
24.	Harry McLeod	GB	Hijera Factory Team HRD	Hijera 660
25.	Lawrence Barry	GB	Slipstream Motorcycles	Spondon 760
26.	Eddy Lamers	Netherlands	New Brains Racing	Rotax 662
27.	Edward Hurst	GB		Tigcraft BMW 680
31.	Joseph Golder	GB	D&M Racing	Rotax 640
33.	Perry Goldstein	GB	Team PG Smith	KTM 612
34.	Katja Poensgen	Germany	Team Suzuki Deutschland	BMR Suzuki 741
35.	David Walker	GB	Walker Racing	Tigcraft 686
37.	Pete Nash	GB	Walker Racing	Tigcraft 686
38.	Geoff Lynn	GB	Walker Racing	Tigcraft 686
41.	Frank V/D Biggelaar	Netherlands		Kawasaki 670
44.	Paul Cawthorne	GB	PAC Racing	BMW 690
45.	Paul Street	GB		Harris 640
54.	Stuart Shaw	GB	Slipstream Tuning	Yamaha 690
55.	Elliot Burgess	GB	Slipstream Tuning	MuZ-Slipstream 760
66.	Keith Langridge	GB	Sidrat Racing	Sidrat BMW 670
69.	Dave Harnett	GB		Dieterman/KTM 540
70.	Chris Lillington Price	GB		Gallina Suzuki 794
71.	Mark George	GB		Tigcraft Yamaha 686
77.	Rodney O'Connor	New Zealand	Sigma Racing	Ducati 572
91.	Trevor Lord	GB		Tigcraft Suzuki 794
99.	Scott Richardson	GB	DCA International	MHD/Rotax 640

LAP RECORD

MIKE EDWARDS
(MZ)

time: 1m 35.02sec

average speed: 98.57mph

date: 04.08.96

RESULTS

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

Circuit Information

Breakdown Recovery

If you suffer any mechanical problems with your car or motorcycle while you are here at Brands Hatch this weekend, the RAC are offering a FREE recovery service for anyone in trouble - whether or not you are a member of the RAC.

Just ring the direct dial number

01474 879534

or visit the RAC stand just inside the main entrance.

Catering Facilities

KENTAGON

The Kentagon restaurant is situated at Paddock Hill Bend will be open every day and evening for hot/cold food and full bar from 07.30 to midnight. A band will be playing through Saturday evening.

HAILWOODS

The restaurant will be open every day from 07.30 to 18.30 for hot and cold meals and a full bar.

THE FAST LANE

Fast food outlets will be open for burgers, fries, pizza, baguettes and drinks every day behind Paddock Hill Grandstand, in the Pit Lane and along Colin Chapman Way. Enjoy a real burger with your pint of beer!

First Aid

First Aid facilities are available at the First Aid point behind Paddock Hill Grandstand and at the main medical centre at the outside of Clearway's Curve. Medical personnel are also available at various points around the circuit.

Journey Home

On leaving the Venue you will be directed to turn left or right, depending on which exit you use, by the Police in order to join a 'one-way-system' which will aid traffic flow and enable us to get you on your way home as quickly as possible.

Whichever direction you take on leaving the venue, you can access the M25 and thereafter all directions and other motorways. Please follow the RAC roadsigns and Police directions

Remember to remain tuned to Radio SBK on 1269khz MW for up to the minute traffic information and Superbike news.

Please remain patient and drive carefully as one accident can bring the entire M25 to a standstill. Alternatively, stay at the circuit and leave an hour later - it can make all the difference.

Police Enquiries

The Police Enquiry Office is situated at the rear of the Paddock Hill grandstand, next to the Kentagon and will be open throughout the weekend. All enquiries, 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 property or property, or just information about the best route home, should be directed to this office. At other times please contact any member of staff.

Disabled Facilities

The disabled parking and viewing area is located adjacent to the Medical centre at Clearways curve. Further parking is available behind the Brabham Stewart buildings with viewing available at Paddock Hill Grandstand. Disabled toilets are available at several locations around the venue, please ask any member of staff for directions.

CAUTION

For your own safety and the convenience of others please abide by the following points:

- No climbing on structures and advertising hoardings.
- Small barbecues are permitted around the venue, but please do not light fires.
- No spectating from bridges as many are used as emergency routes throughout the venue.
- Please put litter in the bins provided or take it home with you.
- Please enjoy and respect the venue, don't damage trees, facilities.
- Please do not bring animals into the venue.
- Don't go into the prohibited areas (notices are displayed), stay behind fences (they are there for YOUR protection).
- Don't play ball games anywhere around the venue.

Thank you for your co-operation with all these points.

Please see venue map on page 31 for the location of all facilities

1 Lap = 2.602 Miles

Brands Hatch GP Circuit Lap Speed Table

Time	Speed	Time	Speed	Time	Speed	Time	Speed	Time	Speed	Time	Speed	Time	Speed	Time	Speed	Time	Speed	Time	Speed	Time	Speed
ms	mph	ms	mph	ms	mph	ms	mph	ms	mph	ms	mph	ms	mph	ms	mph	ms	mph	ms	mph	ms	mph
1.050	144.01	1.101	133.53	1.152	124.48	1.203	116.57	1.254	109.61	1.305	103.43	1.356	97.92	1.407	92.96	1.458	88.48	1.506	84.64	1.554	81.12
1.051	143.79	1.102	133.34	1.153	124.31	1.204	116.43	1.255	109.48	1.306	103.32	1.357	97.81	1.408	92.86	1.459	88.39	1.507	84.56	1.555	81.05
1.052	143.57	1.103	133.15	1.154	124.15	1.205	116.28	1.256	109.35	1.307	103.21	1.358	97.71	1.409	92.77	1.460	88.31	1.508	84.48	1.556	80.98
1.053	143.35	1.104	132.96	1.155	123.98	1.206	116.14	1.257	109.23	1.308	103.09	1.359	97.61	1.410	92.68	1.461	88.23	1.509	84.41	1.557	80.91
1.054	143.13	1.105	132.78	1.156	123.82	1.207	115.99	1.258	109.10	1.309	102.98	1.360	97.51	1.411	92.59	1.462	88.14	1.510	84.33	1.558	80.84
1.055	142.91	1.106	132.59	1.157	123.66	1.208	115.85	1.259	108.97	1.310	102.87	1.361	97.41	1.412	92.50	1.463	88.04	1.511	84.25	1.559	80.77
1.056	142.69	1.107	132.40	1.158	123.49	1.209	115.71	1.260	108.85	1.311	102.75	1.362	97.30	1.413	92.41	1.464	87.98	1.512	84.18	1.560	80.70
1.057	142.48	1.108	132.21	1.159	123.33	1.210	115.56	1.261	108.72	1.312	102.64	1.363	97.20	1.414	92.31	1.465	87.89	1.513	84.10	1.561	80.63
1.058	142.26	1.109	132.03	1.160	123.17	1.211	115.42	1.262	108.59	1.313	102.53	1.364	97.10	1.415	92.22	1.466	87.81	1.514	84.03	1.562	80.56
1.059	142.04	1.110	131.84	1.161	123.01	1.212	115.28	1.263	108.47	1.314	102.41	1.365	97.00	1.416	92.13	1.467	87.73	1.515	83.95	1.563	80.49
1.060	141.83	1.111	131.66	1.162	122.84	1.213	115.14	1.264	108.34	1.315	102.30	1.366	96.90	1.417	92.04	1.468	87.65	1.516	83.88	1.564	80.42
1.061	141.61	1.112	131.47	1.163	122.68	1.214	115.00	1.265	108.22	1.316	102.19	1.367	96.80	1.418	91.95	1.469	87.57	1.517	83.80	1.565	80.35
1.062	141.40	1.113	131.29	1.164	122.52	1.215	114.86	1.266	108.09	1.317	102.08	1.368	96.70	1.419	91.86	1.470	87.48	1.518	83.78	1.566	80.28
1.063	141.19	1.114	131.10	1.165	122.36	1.216	114.71	1.267	107.97	1.318	101.97	1.369	96.60	1.420	91.77	1.471	87.40	1.519	83.65	1.567	80.21
1.064	140.97	1.115	130.92	1.166	122.20	1.217	114.57	1.268	107.84	1.319	101.86	1.370	96.50	1.421	91.68	1.472	87.32	1.520	83.58	1.568	80.14
1.065	140.76	1.116	130.74	1.167	122.04	1.218	114.43	1.269	107.72	1.320	101.75	1.371	96.40	1.422	91.59	1.473	87.24	1.521	83.50	1.569	80.07
1.066	140.55	1.117	130.55	1.168	121.88	1.219	114.29	1.270	107.59	1.321	101.64	1.372	96.30	1.423	91.50	1.474	87.16	1.522	83.43	1.570	80.01
1.067	140.34	1.118	130.37	1.169	121.73	1.220	114.16	1.271	107.47	1.322	101.53	1.373	96.20	1.424	91.41	1.475	87.08	1.523	83.35	1.571	79.94
1.068	140.13	1.119	130.19	1.170	121.57	1.221	114.02	1.272	107.35	1.323	101.42	1.374	96.11	1.425	91.32	1.476	87.00	1.524	83.28	1.572	79.87
1.069	139.92	1.120	130.01	1.171	121.41	1.222	113.88	1.273	107.22	1.324	101.31	1.375	96.01	1.426	91.24	1.477	86.91	1.525	83.21	1.573	79.80
1.070	139.71	1.121	129.83	1.172	121.25	1.223	113.74	1.274	107.10	1.325	101.20	1.376	95.91	1.427	91.15	1.478	86.83	1.526	83.13	1.574	79.73
1.071	139.50	1.122	129.65	1.173	121.10	1.224	113.60	1.275	106.98	1.326	101.09	1.377	95.81	1.428	91.06	1.479	86.75	1.527	83.06	1.575	79.67
1.072	139.30	1.123	129.47	1.174	120.94	1.225	113.46	1.276	106.86	1.327	100.98	1.378	95.71	1.429	90.97	1.480	86.67	1.528	82.99	1.576	79.60
1.073	139.09	1.124	129.29	1.175	120.78	1.226	113.33	1.277	106.74	1.328	100.87	1.379	95.62	1.430	90.88	1.481	86.59	1.529	82.91	1.577	79.53
1.074	138.88	1.125	129.11	1.176	120.63	1.227	113.19	1.278	106.61	1.329	100.76	1.380	95.52	1.431	90.79	1.482	86.51	1.530	82.84	1.578	79.46
1.075	138.68	1.126	128.94	1.177	120.47	1.228	113.05	1.279	106.49	1.330	100.65	1.381	95.42	1.432	90.70	1.483	86.43	1.531	82.76	1.579	79.40
1.076	138.47	1.127	128.74	1.178	120.32	1.229	112.92	1.280	106.37	1.331	100.54	1.382	95.32	1.433	90.62	1.484	86.35	1.532	82.69	1.580	79.33
1.077	138.27	1.128	128.58	1.179	120.16	1.230	112.78	1.281	106.25	1.332	100.44	1.383	95.23	1.434	90.53	1.485	86.27	1.533	82.62	1.581	79.26
1.078	138.06	1.129	128.40	1.180	120.01	1.231	112.64	1.282	106.13	1.333	100.33	1.384	95.13	1.435	90.45	1.486	86.19	1.534	82.55	1.582	79.19
1.079	137.86	1.130	128.23	1.181	119.86	1.232	112.51	1.283	106.03	1.334	100.22	1.385	95.03	1.436	90.35	1.487	86.12	1.535	82.47	1.583	79.13
1.080	137.66	1.131	128.05	1.182	119.70	1.233	112.37	1.284	105.93	1.335	100.11	1.386	94.94	1.437	90.27	1.488	86.04	1.536	82.40	1.584	79.06
1.081	137.46	1.132	127.88	1.183	119.55	1.234	112.24	1.285	105.83	1.336	100.00	1.387	94.84	1.438	90.18	1.489	85.96	1.537	82.33	1.585	79.00
1.082	137.25	1.133	127.70	1.184	119.40	1.235	112.10	1.286	105.75	1.337	99.90	1.388	94.74	1.439	90.09	1.490	85.88	1.538	82.26	1.586	78.93
1.083	137.05	1.134	127.53	1.185	119.24	1.236	111.97	1.287	105.63	1.338	99.79	1.389	94.65	1.440	90.01	1.491	85.80	1.539	82.18	1.587	78.86
1.084	136.85	1.135	127.36	1.186	119.09	1.237	111.84	1.288	105.54	1.339	99.69	1.400	94.55	1.441	89.92	1.492	85.72	1.540	82.11	1.588	78.79
1.085	136.65	1.136	127.18	1.187	118.94	1.238	111.70	1.289	105.45	1.340	99.58	1.401	94.46	1.442	89.83	1.493	85.64	1.541	82.04	1.589	78.73
1.086	136.45	1.137	127.01	1.188	118.74	1.239	111.57	1.290	105.38	1.341	99.48	1.402	94.36	1.443	89.75	1.494	85.56	1.542	81.97	1.590	78.66
1.087	136.26	1.138	126.84	1.189	118.64	1.240	111.44	1.291	105.06	1.342	99.37	1.403	94.27	1.444	89.66	1.495	85.49	1.543	81.90	1.591	78.60
1.088	136.06	1.139	126.67	1.190	118.49	1.241	111.30	1.292	104.94	1.343	99.27	1.404	94.17	1.445	89.58	1.496	85.41	1.544	81.82	1.592	78.53
1.089	135.86	1.140	126.50	1.191	118.34	1.242	111.17	1.293	104.82	1.344	99.16	1.405	94.08	1.446	89.49	1.497	85.33	1.545	81.75	1.593	78.46
1.090	135.66	1.141	126.33	1.192	118.19	1.243	111.04	1.294	104.71	1.345	99.06	1.406	93.98	1.447	89.41	1.498	85.25	1.546	81.68	1.594	78.40
1.091	135.47	1.142	126.16	1.193	118.04	1.244	110.91	1.295	104.59	1.346	98.95	1.407	93.89	1.448	89.32	1.499	85.17	1.547	81.61	1.595	78.33
1.092	135.27	1.143	125.99	1.194	117.89	1.245	110.78	1.296	104.47	1.347	98.85	1.408	93.79	1.449	89.15	1.500	85.10	1.548	81.54	1.596	78.27
1.093	135.08	1.144	125.82	1.195	117.74	1.246	110.65	1.297	104.36	1.348	98.74	1.409	93.61	1.451	89.08	1.502	84.94	1.550	81.40	1.598	78.14

Circuit Information

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

Thank you

Brands Hatch Leisure Group would like to thank the following for their assistance in conjunction with this event.

SP Services, Phillip Harris Medical, Medway NHS Trust, Ferno UK, EME Services, Ford Motor Co, Apothocare Chemists - Locks Bottom, Aeromega Helicopters - Essex, Falston Flowers Direct, Royal Mail, Leardal, Kingswood Caravans, U-Drive Rental, Kent Police, Kent Highways, Kent Fire Brigade, Officers of Horton Kirby Station, Sega, British Telecom, Swanley Shed Factory, Moto Cinelli, Minden Band, the Queen's Division, Daewoo Cars Ltd.

Brands Hatch Leisure Group would like to express its thanks and support to Kent Air Ambulance after their recent sad loss.

Also, for their assistance with the programme, the editor would like to thank the following.

Gary Pinchin, Steve White, Clive Challinor, James and Trevor at Double Red Photographic, Neil Spalding, Kel Edge, all the Kevins & both the Richards, Simon, Suzi & Sam, Natalie, James & Graeme and Jos (Mr Motivation).

FLAG SIGNALS



Chequered
End of the race or practice session



Blue
To indicate that a quicker competitor is about to overtake.



Yellow & Red (stripes)
Possible loss of adhesion to track surface.



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



White
A service or slow moving 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 final lap.



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 immediately.



Yellow
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 if necessary.



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



Black
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 enforced.



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.

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The provisional series dates are 7th March, 11th July and 10th October on the Indy circuit and the 12th & 13th June on the Grand Prix circuit.



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The official World Superbike radio station will be broadcasting throughout the weekend from 9.00am Friday to 9.00pm Sunday. The station will feature race day commentary, news bulletins as well as all traffic and travel information during and after the event.

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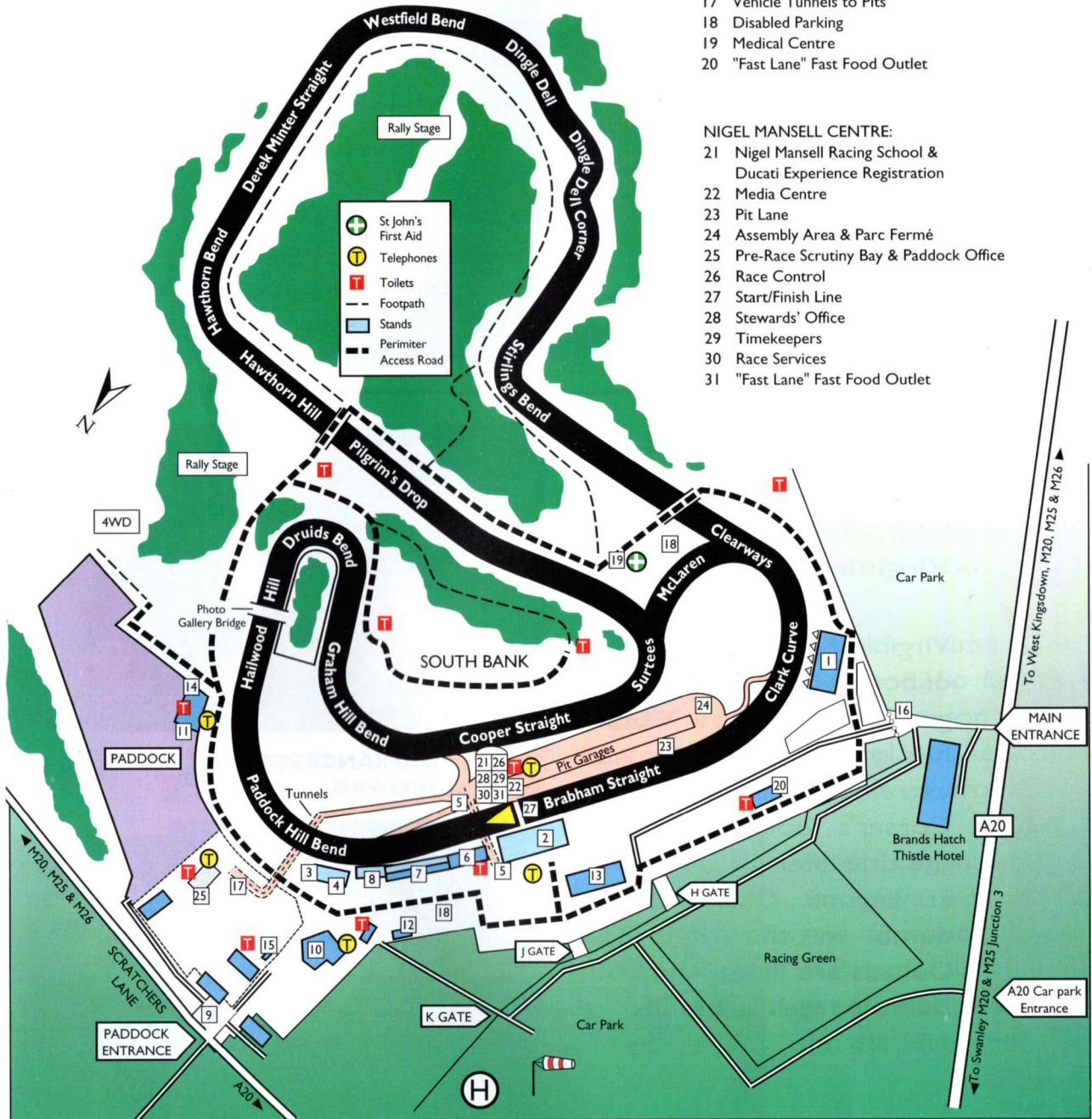
Outright Lap Record (GP):
 Emanuele Naspetti (Reynard 91D) 1m 13.86s 126.73 mph 18.08.91

Indy Circuit Length: 1.2036 miles (1.9370 kms)

Outright Lap Record (Indy):
 Luiz Garcia (Reynard 95D) 38.76s 111.78 mph 26.08.96

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Ducati

Ducati

Ducati Performance

Team Manager:
Davide Tardozi



2 CARL FOGARTY



If ever Foggy needed a lift it's this weekend in front of his home crowd. Corser's got clear after Laguna. Can Foggy find another double to claw back into the title race?

The recently revamped Ducati is said to turn better and deliver a smoother power delivery. Should suit Foggy perfectly!

Ducati Corse ADV

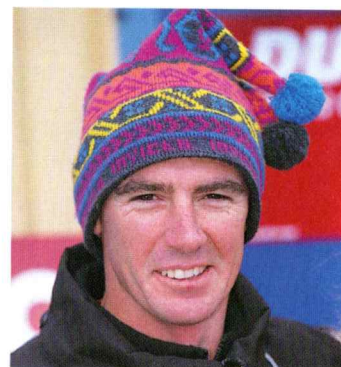
Team Manager:
Virginio Ferrari

Virginio Ferrari has the best of both worlds - in Chili he's got a race winner, in Corser he's got a race winner with extreme consistency.

Corser's looking good for the title after his recent 1-2 at Laguna. Chili's also a demo in the wet. The Ducatis are flying. And both riders go well at Brands....



7 PIERFRANCESCO
CHILI



11 TROY CORSER



Honda



45 COLIN EDWARDS



111 AARON SLIGHT



**Castrol
Honda**

**Team Manager:
Neil Tuxworth**

The RC45 appears the best all-round package in WSB racing right now. Both riders have taken double wins and Slight looked likely to be a title contender until his recent Laguna smash which left him with a gashed foot.

Can he bounce back at Brands? Will Edwards find the form that gave him the double at Monza?

Kawasaki



4 AKIRA YANAGAWA



5 NEIL HODGSON



**Kawasaki
Racing Team**

**Team Manager:
Herald Eckl**

Crunch time for Neil Hodgson. So far it's been a tough season but this is one place he could turn everything around.

After Laguna it's unlikely Yanagawa will be on the grid. Question is, if he's not at Brands, will someone else get allotted the factory bike for the weekend?

Suzuki

Team Suzuki World Superbike

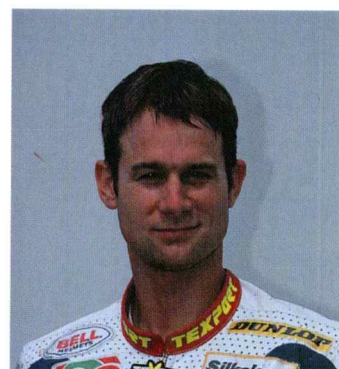
**Team Manager:
Lester Harris**

It's getting better all the time. First half of the season the Suzuki duo were getting into the points. Now they are getting into the top six and both have just missed out on the podium. Brands could change all that.

The Suzuki's working well. What chance Whitham on the box this weekend?



6 PETER GODDARD



8 JAMIE WHITHAM

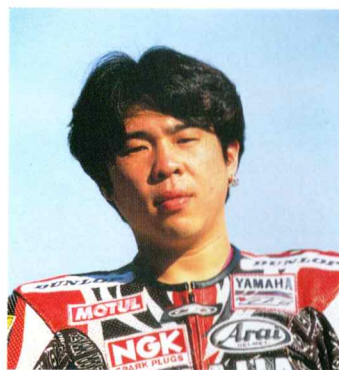


Yamaha World Superbike Team

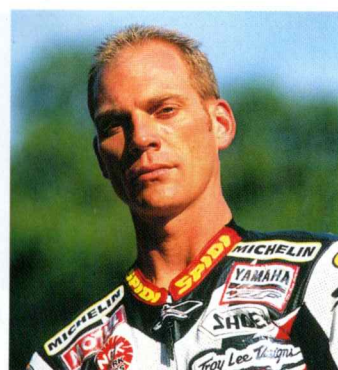
**Team Manager:
Davide Brivio**

After Haga's sensational early season it all went a little quiet for the Yamaha team - until that win at Laguna. Haga on the undulations of the Brands circuit is going to be exciting! And what about Russell?

There's still signs that the former World Superbike champion could come good. Haga's proved the YZF is competitive!



41 NORIYUKI HAGA



44 SCOTT RUSSELL





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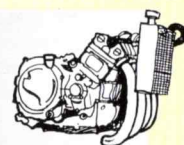
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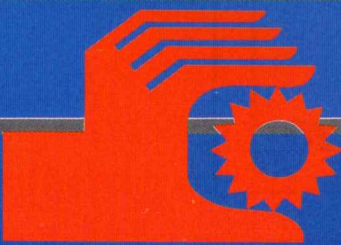
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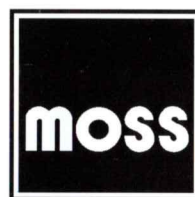


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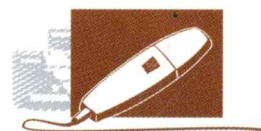
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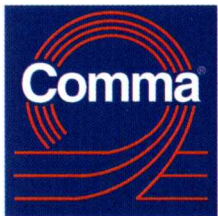
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DUTCH WSB Assen 6 September

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Friday:	Circuit admission	£5	(Child £3)
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NB Circuit admission also allows for access to our 64,500 uncovered unreserved grandstand seats. There's a covered grandstand (unreserved seating) on the start/finish and the ticket price includes for circuit admission. Children are under 12 years of age. Beside the above there's a one-off postal charge of £5 to cover the cost of the registered post. Your tickets can be purchased through our UK agents who welcome Access, Visa and Switch. They can also arrange ferries, flights and hotels, but please note their office hours.

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ABTA BONDED

DUCATI



Foggy Honoured Again

Following his MBE earlier this year, the latest honour for the UK's top Superbike rider is to have a limited edition replica of his 1998 race bike produced by the Ducati Factory.

Commissioned by Ducati importer Moto Cinelli, only 200 of the '916SPS Fogarty Replica' are produced, solely for the UK market.

This fabulous machine is the ultimate expression of the world beating 916 and has a unique specification including numerous carbon fibre components (seat unit, airbox, swingarm guard etc.), Marchesini 5 spoke wheels, titanium/carbon fibre exhaust silencers and a racing type Tecnosel seat. Each machine is individually numbered and comes with a certificate of authenticity.

In recognition of his achievement, Motor Cinelli Managing Director, Hoss Elm presented Carl with a Replica, at a recent press launch for the new model.

The Fogarty Replica is available from Authorised UK dealers at a recommended retail price of £20,150 plus on the road charges of £350.

Benelli at Brands

Watch out for Brands Hatch Staff during the WSB event as they will be using stylish Benelli scooters as runabouts. Someone called Mr C Fogarty will be too...

Well known as the official UK Importers for Ducati and partners of Brands Hatch Leisure Group in the Ducati Experience, Moto Cinelli recently extended their business by becoming the sole Official importers of Benelli scooters.

This historic motorcycling name disappeared several years ago, but has been successfully revived by a new company called Benelli SPA. The firm is based in an impressive purpose built facility in the Italian coastal town of Pesaro. The company has strong links with WSB - the owner of Benelli, Andrea Merloni, runs the Gattalone Ducati Team who are competing over the weekend.

The first product to be launched by the new company was the 50cc liquid cooled '491' scooter. The very high quality, technically advanced and exceptionally stylish machine become available to UK customers early this year and is available in five colours - red, blue, black, orange and silver with a recommended retail price of £1,900 plus on the road charges of £100.

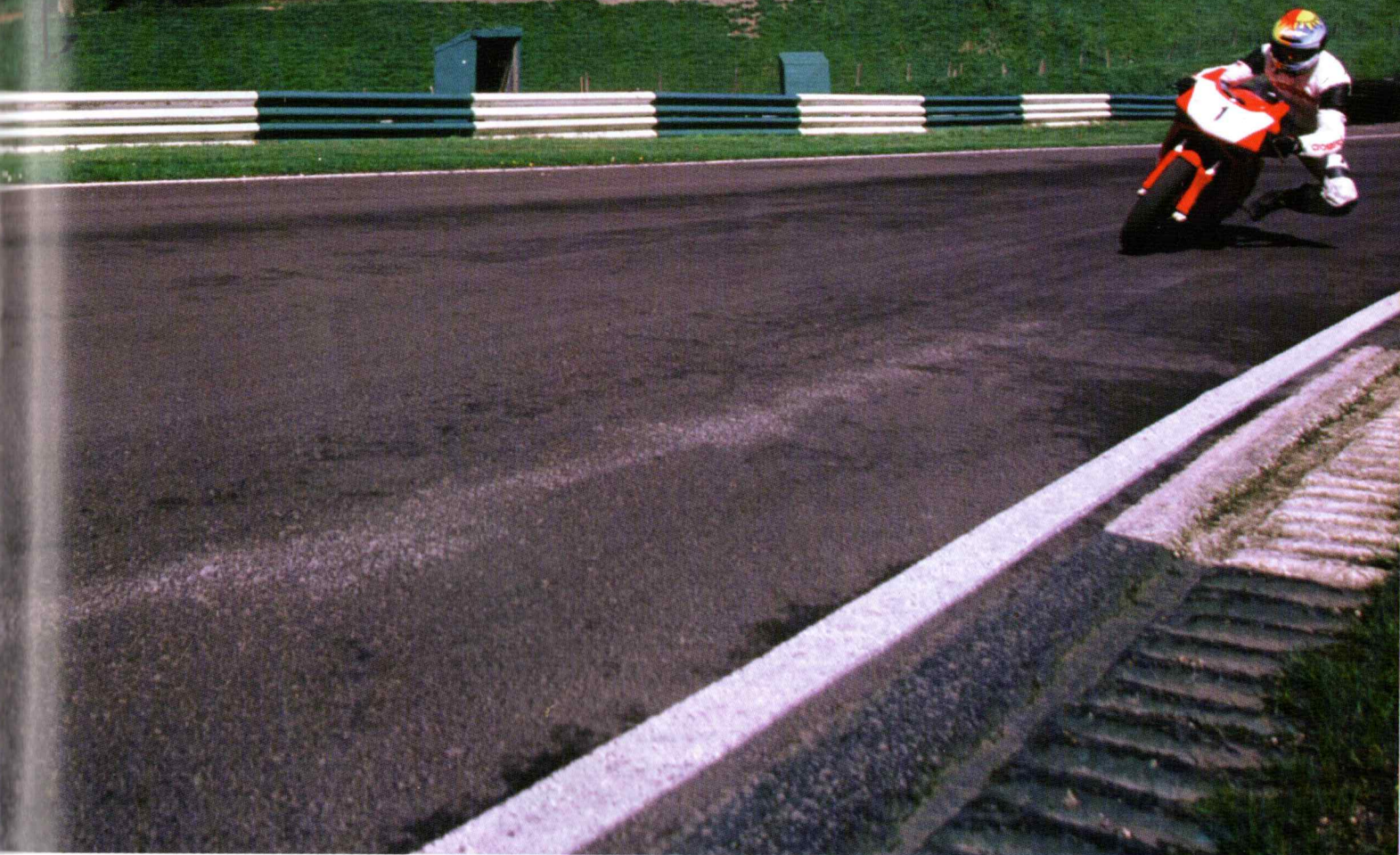
The new K2 model has now joined the 491. This radically styled 50cc air-cooled scooter is available in three colour options - black, yellow and blue.

The recommended retail price of the K2 is a very competitive £1,650 plus £100 on the road charge.

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Sean Emmett reckons we could see several MCN Superbike regulars giving the world's best a hard time.

Editorial by Gary Pinchin.

Brits have right to feel bullish



"I can see five or six British Championship riders getting into the top placings at Brands. The pace in our championship is that hot," said Sean Emmett after his incredible Oulton Park MCN Superbike race win just two weeks ago on the Red Bull Ducati.

Why incredible? Since his Donington World Superbike crash in April Emmett has been fighting back to fitness after severely smashing his left arm. With injuries that were expected to sideline him for the remainder of the year, the Red Bull rider was back in action at Donington in June! "I'm still only about 50% fit," admitted Emmett at Oulton. "I

was only able to win because the wet conditions require less heavy braking and put the emphasis on being smooth. In the dry I'm still too weak to ride at anywhere near my best.

"But I'm definitely going to be on the line at Brands. It's my favourite circuit and it's another two weeks down the road so I'll be stronger. I'd prefer it dry anyway. If you win in the wet you never get the credit you deserve anyway."

Wet or dry the both UK-based Ducati teams have proved they can win races. At Oulton, Team GSE's Troy Bayliss won the first dry race - fending off a stiff challenge from Niall Mackenzie - with

Steve Hislop third. Then the Boost boys finished two and three in the second race to Emmett - a great ride for both considering their dislike of the wet conditions. That race also showed just how far the wet weather Dunlops have progressed. Boost team boss, Rob McEnea proclaimed it to be the team's best wet race in three years!

This time last year, Niall Mackenzie was putting the Boost Yamaha onto the podium here in the World Superbike round. The ageing warhorse (the YZF750 - of course, not Niall!) is still a full factory machine and remains the benchmark of the British series. True, the World Supers have a



Photo: Steve White

season of development but you still get the feeling that if Mackenzie could get the Yamaha on the podium last year, then why can't he or Hislop do it this year - and why can't some of the other Brits who run against the Yamahas week in, week out also be up there?

Both Ducati teams, for example are rumoured to be getting factory help this season. Okay, the bikes might not be exactly the same as Foggy's but they are not far off the spec of Lavilla's - even if he has a '97 Chili motor!

Emmett's prophesy is not far off the mark! Another two weeks down the road and John

Reynolds is going to be that much stronger. His two rides at Oulton recently almost went unnoticed, such was the fervour of seeing V-twins winning races again. But JR's fourth and fifth places show he's almost back to his best.

GSE also have Matt Llewellyn on board. Well they did at Oulton and the word was that he was likely to do the remaining races this year but the deal would only be finalised after this programme went to press. Suffice to say that Llewellyn has a good track record on Italian V-twins, is pretty astute when it comes to the technical set-up, and could get on the podium - providing his machine

holds together.

Llewellyn proved his speed when he qualified front row for Oulton -using the triple injector engine - a first for Team GSE (Bayliss has raced a older-spec twin injector motor all year . But that debut meeting was typical of Matt's luck (or lack of it) - gearbox trouble race one, misfire race two!

There's also the hint that Ducati may even help the British teams out with special parts for Brands - not the latest kit maybe - but some newer bits all the same. Every little helps.

One team getting no special parts will be Boost Yamaha. But do they need it? Rob McElnea



Photo: Double Red Photographic

suggested at Oulton there is still a case for on-going development but admitted recent plans to test different stuff have been ruled out - simply through lack of time.

He said: "We've got '98 Ohlins rear shocks but have not raced with them yet. We've got new carb needles and jets to try - to see if we can find a little more mid-range. We've got loads of Dunlop tyre options to work through. The problem is you start to run them in a British round, find some problems and instead of finding a solution, you run out of time and have to settle with what you know. Maybe the World Superbike round will give us time to test - but you know, that even with three hours of testing, you will run out of time!"

Suffice to say, watch out for Niall and Hizzy to provide some shocks for the WSB regulars. After Niall's '97 performance, Hislop is hoping this year, he can emulate him - but he's not so sure. "Our bike is really good but those World Superbikes have so much grunt out of the corners," said Hizzy. "I noticed it at Donington but maybe Brands, being more of a flowing circuit, it won't hurt us as much...?"

It's bad news for Team Kawasaki. Chris Walker cracked a kneecap in his first race Oulton crash. How he endured the agony of riding to seventh place in the second race, no one will ever know. Even if Chris is on the line this weekend, he's not going to be fully fit. That's a pity since he's been going so well this year and it would have been interesting gauging his performance level against the factory guys.

Team-mate Iain MacPherson appears to be in a bit of a depression right now. Certainly we've not seen much of his stunning '97 form but maybe the amount of track time permitted in a WSB round will give him the chance to restore his apparent lost confidence?



Photo: Steve White



Photo: Clive Challinor

Two riders with no crisis of confidence are Sony Suzuki duo, James Haydon and Terry Rymer. Despite battling chassis set-up problems all weekend at Oulton, Rymer finished a strong fifth in the first race and Haydon was fourth in the second.

The GSX-R750s are plenty fast enough but need a little more oomph and that could come with new fuel injection. Team boss, Paul Denning admitted at Oulton the team are a long way down the line with development and could run it at Brands.

"We've been on the dyno and the engine is producing seriously large increases in power. We planned to track test after Oulton and if it's successful we may race it at Brands," he said. Peter Scrimshaw, of Pectel, a fuel injection specialist company who also work with Nissan and Peugeot Touring Car teams, has been working closely with the Suzuki team, via liaison, Amedeo Castellani of



Photo: Clive Challinor

RaceCo, the well respected Guzzi tuner who has an in-depth knowledge of efi bike systems.

Scrimshaw, incidentally has a good handle on two wheels - he previously worked on the Lucky Strike Suzuki active suspension system, when Rymer was guesting on the RGV500 factory bike.

But even if Suzuki are forced to run their conventionally carburetted GSX-Rs you know both Haydon and Brands local Rymer will give a good account on themselves - as will all the Brits. Should be fun!

Gary Pinchin

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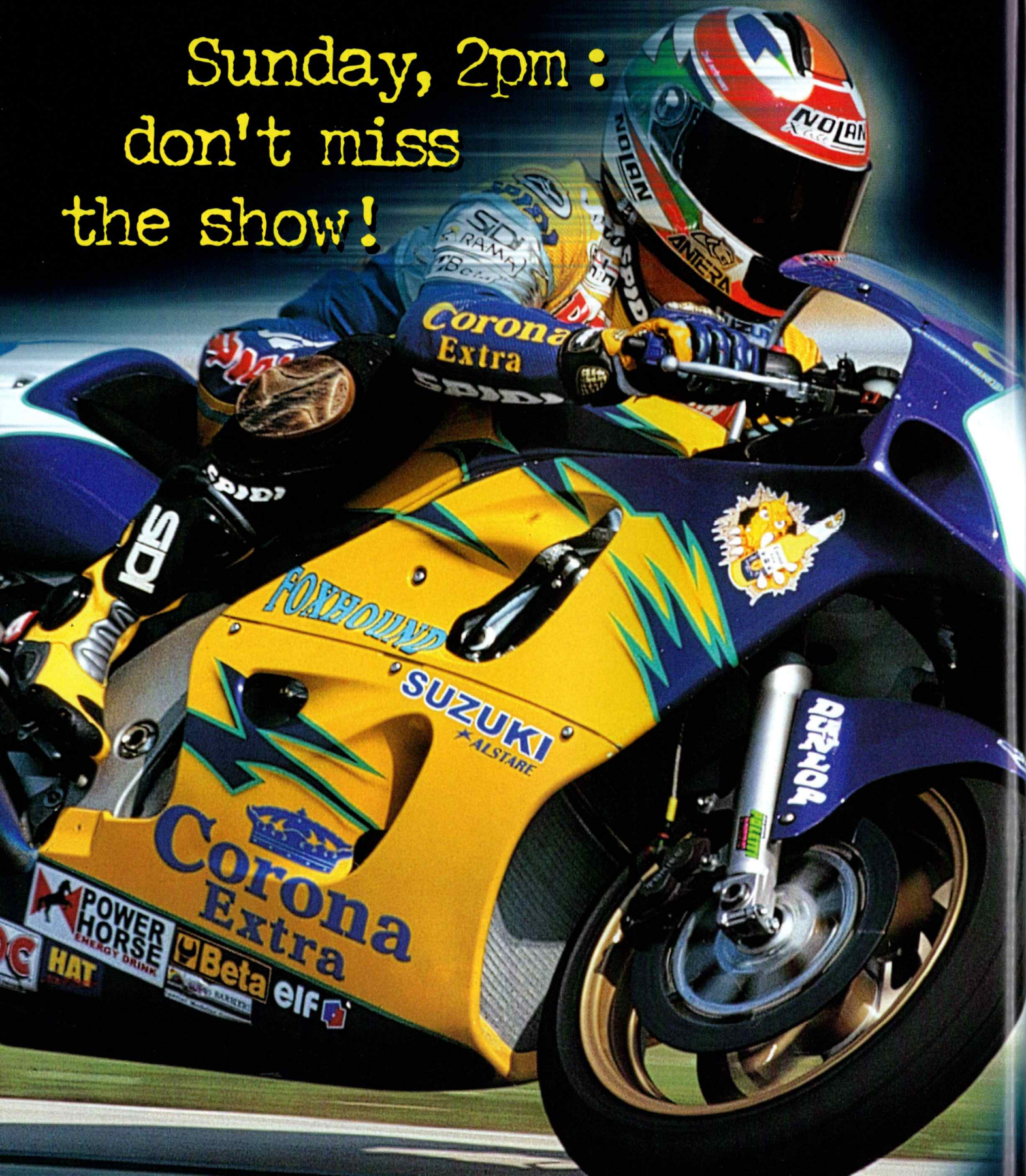
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Team Alstare Corona Foxhound Suzuki duo Pirovano and Chambon hold the upper hand in Supersport - but Yamaha's Guareschi is not far away.

Editorial by Gary Pinchin

Can the Thundercats hunt down the Foxhounds?

Seven rounds, four different race winners but it's Suzuki's GSX-R600 that has the edge in the Supersport World Series. Wily old Foxhound, Fabrizio Pirovano - the 1996 Open Supersport Champion has scored three wins, including that sensational charge through the pack in changing conditions at Albacete. He's leading the championship - but only by nine points. It would have been a lot more had he not crashed in the wet in Germany and then had a mysterious tumble at Laguna.

Thirty-seven year old Pirovano, who lives near Monza, has been around a fair bit. He shot

to prominence riding an old FZ750 (remember them?) to become one of the heroes of World Superbike's formative years. He was twice a championship runner-up. Then he switched to Supersport, riding for the Francis Batta-run Alstare team and hasn't looked back since. After running Ducatis, and almost pulling off a major coup of signing Fogarty to race a V-twin out of their workshops, Team Alstare opted to switch manufacturers when the deal fell through - and just look how well they are doing with those Suzukis.

Not only is Pirovano leading the

championship, the rider chasing his Yosh DSC tri-oval exhaust pipe is none other than his Alstare Corona Suzuki team-mate, 'Mr Showman', Stephan Chambon - one of the most versatile motorcyclists in the world. Chambon doesn't just turn a hot lap or two on the GSX-R - long-time race fans will know that the little 32 year old Frenchman is a mean Supermotard pilot - and a damn spectacular stunt rider.

Chambon won in South Africa and finished second at Albacete, and recently at Laguna he could have been even closer in the points had it not been for Yves Brigueat falling in front of him



supersport 600



Photo: Steve White

in the chicane at Monza - Chambon's only non-score this term.

But Thundercats are go! The Yamaha Belgarda YZF600s are right in there with the Suzukis. Third overall in the points is colourful Italian Vittoriano Guareschi. He's been on pole twice (Nurburgring and Misano), finished top six every round bar Misano where he crashed out - but has yet to score a race win.

Experienced Massimo Meregalli, once, Pirovano's protege on the Belgarda Yamaha team when Piro was Superbiking, and still with Belgarda, was expected to be a likely title contender this year. It looked good after three top four finishes in the opening three rounds but since then the consistency needed to mount a serious challenge has been lacking from Monza-based 27 year old 'Maio'. Sure, he was second at Misano - but then trailed in 11th in Kyalami - and crashed in Germany and America.

The other leading Yamaha to look out for is Dutchman, Wilco Zeelenberg's Dee Cee Jeans Kobutex YZF. After four races the former 250GP rider was in a strong sixth place in the

points after seventh, two fifths and a sixth.

But, like all the Yamaha riders at Misano, the 31 year old struggled for grip and eventually lost the front end. A lowly 13th in South Africa and seventh at Laguna mean he has lost touch with the series leaders and is now down to eighth overall - 48 points adrift of Pirovano.

So how come there's no Ducati in the top three! What is going on? In the Donington opener it looked like business as usual with defending champion Paolo Casoli taking the number one plated, 748 Ducati Performance entry to pole and then race victory. Business as usual. But at Monza 'Gasolio' was back in sixth and, caught out by wrong tyre selection in the changing weather at Albacete, finished a distant eighth. Then it got even worse with no points on the board at Nurburgring or Misano. The 32 year old Italian bounced back to fourth at Kyalami and won the last round at Laguna to move into fourth position in the table, within 20 points of Pirovano. Game on?

So what about the other Ducatis? Pere Riba was on pole at Kyalami, Cristiano Migliorati topped qualifying in Monza but so far Gasolio is the only V-twin rider to stand on top of the box. 1996 Spanish 600 Champion Riba, it must be said, looked really hot on the Team Garella Racing 748 at Albacete when his tyres were hooking up well in the early laps but as the track dried, the Spaniard went backwards and had to be content with third. He was second in the wet German race but two non-scoring outings in the last round have seen him fade from second to sixth in the points.

Former factory Ducati Superbike pilot, Mauro Lucchiari, has had three point-scoring rides in his last four outings on the De Cecco Racing 748 - including a sixth at Laguna. Maybe he's getting back in the groove and could become a major threat this weekend?

What a grim season it's been for the factory Castrol Honda team. The death of the immensely popular, and very talented Belgian, Michael Paquay cast a shadow over the entire World Superbike paddock at Monza. That same meeting teenage sensation, James Toseland smashed his feet after crashing in practice.

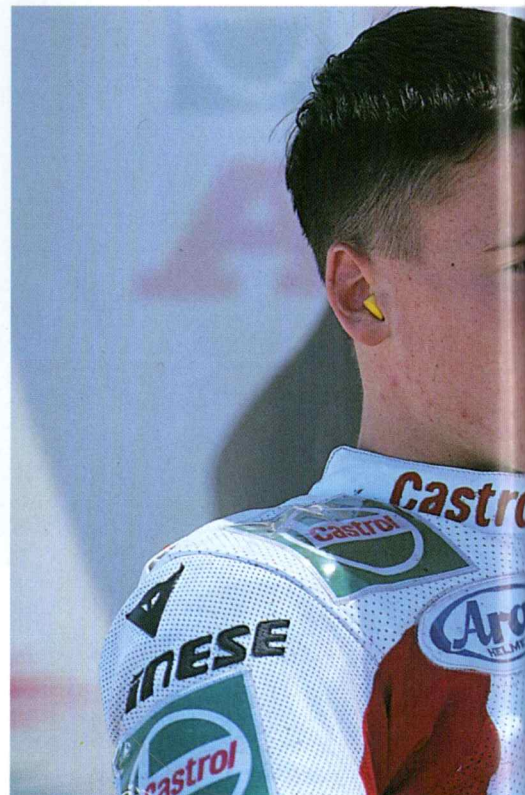
But the team picked itself up and signed highly-rated Aussie Kirk McCarthy. But he missed his first schedule ride after injuring himself in an accident back home on the farm!

Enter Karl Muggerridge, another Aussie. He's racing a Colin Seeley Honda in British Supersport and was drafted in for the Misano race. He gave the team its first points of the year with a solid 11th place. Toseland was still in so much pain he failed to qualify.

McCarthy was fit enough to ride in South Africa and actually led the race until late in the race when he crashed out. Toseland scored his first World Championship points of the year with a tenth.



Photo: Neil Spalding



We know from last year's performance that Toseland can mix it with the best. On home soil, even if the long-in-the-tooth CBR600 is not quite on the pace with the other machines, the Brit could just pull off a sensational result.

Honda have been able to celebrate one victory thanks to 25 year old Frenchman Sebastian Charpentier who won the crash-strewn wet race at the Nurburgring. However, the Honda Reflex rider has not scored a point in any of the other six races this year. Anyone seen a Bimota out there? The exotic-looking Italian machines have had a tough season to date. Camillo Mariottini has a couple of lower end point scoring rides with his Team Bimota Arrow. Team Bimota Tamoil duo, Serafino Foti and Roberto Panichi have not been quoted. The company which celebrated its 25th anniversary recently has a lot of work ahead to recapture the fantastic success they enjoyed in the first two years of World Superbike when David Tardozzi (now Carl Fogarty's Ducati Performance team manager), Stephane Mertens (soon to debut Tam Alstare's factory TL1000R superbike) and action-man Giancarlo Falappa (now team manager of the Supersport team fielding Roberto Teneggi) produced some legendary performances on the YB4s.



Photo: Steve White

The British Championship and World Supersport bikes are pretty similar on top end - it's low down power where the difference lies.

Crawford lacking grunt

British Supersport points leader, John Crawford, heads the British Championship regulars into the World Supersport race. Crawford had a dismal last outing in the World series on the Sony Mini Disc Suzuki when he crashed at Craner twice in practice.

"It's not often you survive two crashes in one meeting there but I got off relatively unscathed. But I was battered and bruised, and just too sore for race day. Brands Hatch, though, is usually better for me. I like the Indy circuit and the full GP circuit - and I won the first round of the British series there in March." Crawford says the top end on his GSX-R600 equals that of the World Supersport machinery but don't expect too much from the British regulars: "Aye, top speed is about the same but it's getting there that's different. Their bikes have so much grunt out of the corners - you're always trying to make up the difference on the brakes. You have to ride absolutely on the limit all the way. They say it's the same in the Superbike class. I'll give it my best shot though!"

Other Brits on the grid include fourth placed British championship runner Phil Borley on the Raceways Honda; Snetterton winner Shane Byrne with his GH Bromley Haulage Yamaha and Stuart Wickens on another Yamaha. There's also three British-based Aussies using the event to display their talents: Dean Thomas on the GR Suzuki; Glen Richards with the D&E Honda - and Karl Muggeridge on the Seeley Sport Honda. Richards - 23 - burst on the scene earlier this year with second places in British rounds at Oulton and Thruxton while Muggeridge earned acclaim for putting the Castrol Honda in the World Supersports points in his on-off Misano ride.

Muggeridge aims to create impression

After his one-off ride on the Castrol Honda earlier this year, promising Aussie, Karl Muggeridge is out to prove a point on his regular Seeley Sport Honda

Karl Muggeridge? There were raised eyebrows when Colin Seeley introduced the unknown Aussie to the British public this winter as his rider on a Honda Britain-supplied CBR600 for the 1998 British Supersport Championship. The 23 year old (24 on April 20), from New South Wales, came with a CV that included nine years of bike sport, starting with motocross and then road racing since 1994. In 1995 he placed fourth in the national championship on an RGV250 proddie bike. He switched to the 600s a year later and became a front-runner in that class too.

But Muggeridge wanted to progress to international racing and decided to pack his bags to make his name in the British Championship. Running on a limited budget, it's been a tough first year for the qualified watchmaker, but recently he's really been making things tick. After overcoming early season technical problems, he was running up front at Thruxton only to crash out. But that ride was enough to get him a shot on the spare works Castrol Honda in the Misano Supersport World Series race where he impressed everyone by his aptitude - and speed.

This weekend, Karl hasn't got a factory bike, but the Wrathall-tuned Seeley Sport/Duckhams Honda. There's a new sponsor on board - Brooks, the well known car and motorcycle auction people - along with regular sponsors, Duckhams and Dunlop. Muggeridge is determined to create a big impression!



Photo: Clive Challinor

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MOTORCYCLE TYRES

Katja Poensgen is the fast lady of the Supermono Cup. She's been virtually unbeatable this year on the tricked-out BMR

Editorial by Neil Spalding

Katch Katja if you can

You may have thought you have heard enough thunder this summer but hopefully the only rumble you'll hear this weekend will be the unique sound of the SuperMono Cup on its return to Brands Hatch.

This is the sixth of eight SuperMono Cup races held at European races on the World Superbike schedule. There are very few technical rules in this class - four-stroke, one cylinder, no more than 800cc's and no lighter than 110kg. That's it.

The aim is to encourage independent engineers to try out new ideas in what is currently the world's only four-stroke prototype class. The bikes are all purpose-built racers, that look the same dimensions as a Grand Prix 250 but have broad, easy to use, powerbands yet demand riders attain high corner speeds to make good lap times. In the first two years heavily-tuned Yamaha XTZ engines were the way to go - but all that seems to be changing...

The first SuperMono round at Donington saw a resounding victory for top British 250 rider Callum Ramsay on a one-off ride on the little Sigma-entered Ducati, but since then things have been very different.

Fast German lady, Katja Poensgen, who withdrew from the Donington round after injuring her wrist in a practice crash has won all of the four rounds since on her revolutionary, 90bhp 741cc BMR Suzuki. Supported by her father, the German



Photo: Kel Edge

Suzuki importer, the blonde 21-year-old has ridden superbly in each of the races, whether in the rain at the Nurburgring, without fifth gear in Albacete or against tough opposition in Misano. Katja could, if TT regular and second in the series John Barton strikes trouble, sew up the championship here today.

Katja is a past ADAC Junior Cup champion (the equivalent of our Superteen Championship) and currently rides a GSX-R600 Suzuki in the German Supersport championship. She qualified 34th for the recent World Supersport race at the Nurburgring.

Katja first raced a BMR-Suzuki in 1996, leading the Albacete round until the bike broke two laps from the end. Last year was beset by injury but she returned to fitness with the help of regular trips to Kenny Roberts training ranch and was getting back on form on the BMR by the end of the year. This year she's proving unbeatable.

By the way, if you get a chance to visit the SuperMono paddock check out the BMR Megamono truck and take a good look at this bike. It's on the awesome side of trick!

Sports therapist John 'Geeza' Barton, on his Alastair Wager-built ram-air Ducati Supermono, is second despite missing the German round while competing in the TT.

Barton set pole at Monza but his luck has deserted him in several races: Tyre troubles at Albacete. A trip through the gravel when his steering damper seized at Misano.

John, now resident in the Isle of Man, is also an instructor at the Brands Hatch race school and will be determined to improve on his last year's second place finish. Former British champion Steve Ruth is third on his PFM Tigcraft, a combination of recent fatherhood and machine problems has kept Steve back in the points but he has ridden well, pushing Katja very hard at both Albacete and Misano.

Twice series champions, the Japanese OVER

team are represented by German privateer Frank Riesky on the first customer version of the fabulous OV-20. Yamaha powered, the Over has an XTZ engine stretched to 761cc reputed to be capable of 90 bhp.

Muz also return with last year's factory bikes in a private team run by top British tuners Slipstream tuning with former 250 Supercup rider, Elliot Burgess in the saddle.

Amongst the top riders making guest appearances are Lex van Dijk - twice the Dutch Supermono champion, and two-time TT winner Dave Morris on the Park Lane BMW. Remember, he was the only rider to break Honda's stranglehold on this year's TT. Morris is also a past British Champion.

Could he be the one to put a stop to Katja's winning ways? Callum Ramsay, fresh from his first 250 Supercup win at Donington, is having another guest outing on the Chris Clarke backed Sigma Ducati. The Norton Motors (Deutschland) bikes have had mixed fortunes this term. Steve Marlow has regularly run well up the field, getting on the podium at Albacete, but having suffered several teething problems. Gary Cotterell on the second machine has had much better luck and a series of steady good placings puts him fifth on points going into this race.

Neil Spalding



Photo: Kel Edge

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