

SBK SUPERBIKE

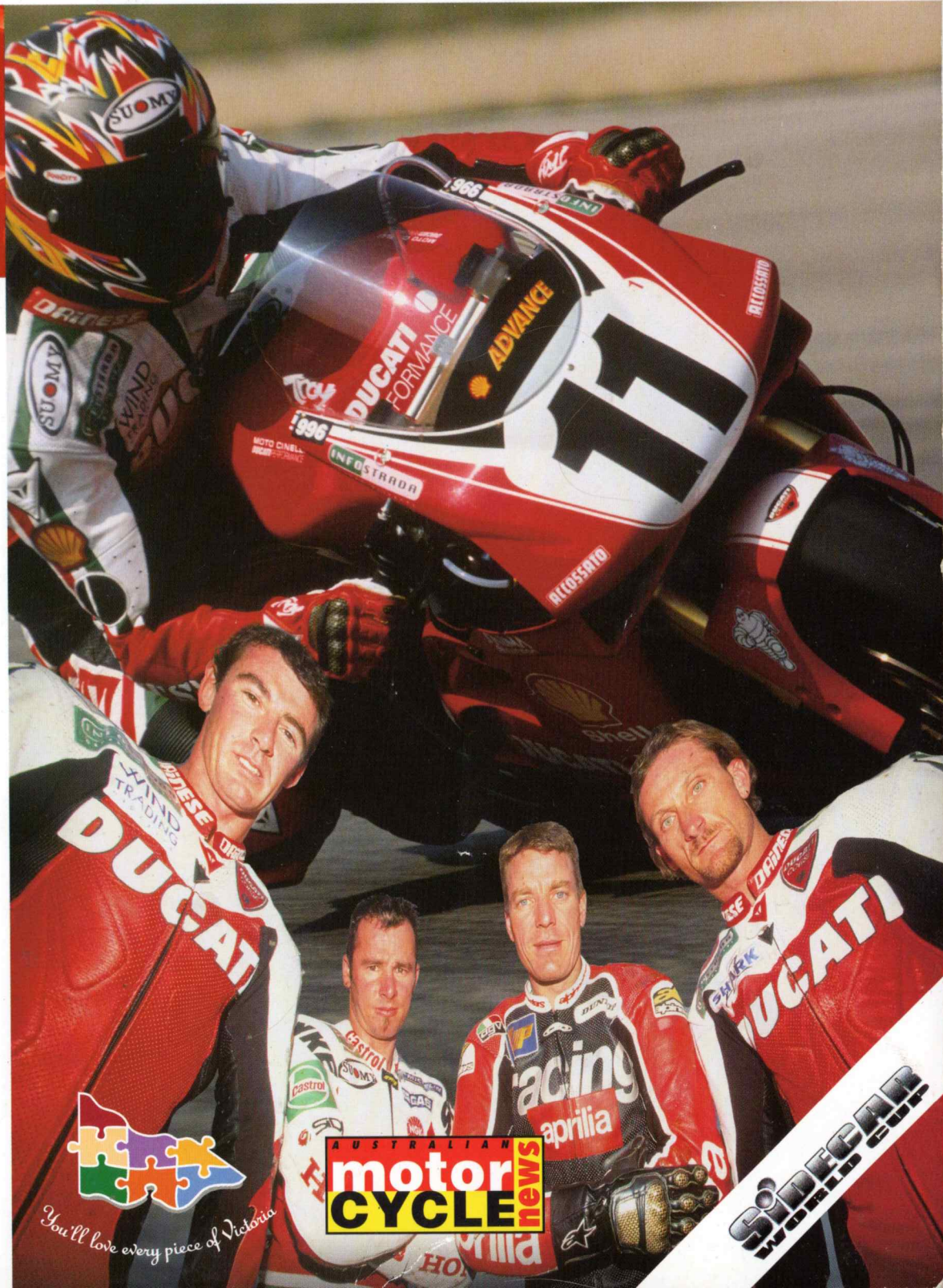
WORLD CHAMPIONSHIP



AUSTRALIAN ROUND
PHILLIP ISLAND CIRCUIT
16-17-18 APRIL 1999



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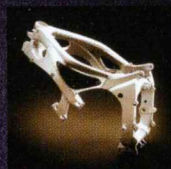
**motor
CYCLE news**

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pure genetic engineering



120hp. 169kg. 1380mm.

When Yamaha's awesome R1 crushed its competition in the fierce 1000cc supersport class the word spread like a bushfire - Yamaha had seized the lead in advanced supersport technology. And it wasn't about to stop there.

The YZF600R6 is the latest incarnation of Yamaha's innovative technology and radical configuration techniques, such as patented, **'VX' material hollow valves, side-driven camshafts and the one-piece crankcase and cylinders.**

Yamaha has built a 600cc supersport bike every bit as ruthless and uncompromising as big brother, with pulse-quickenning acceleration and a thirst for revs that only a light, ultra-low reciprocating mass powerplant can achieve.

The R6 powerplant is mated to a geometry of **tremendous agility** with **switchblade sharp steering**, to produce a **lean, cut and shaved, middleweight missile**, that not only sets a new class benchmark, but makes a mockery of the rest of the pack.

In short it's a species of 600 using the same design brief as the R1;

Lowest weight, shortest wheelbase, most power in its class ...by a significant margin.

With three figures to set the 600cc supersport class on its ear; **169kg, 1380mm, 120hp.**

The Yamaha R6 is cutting edge genetic engineering.



YZF R6
Yamaha YZF-R6



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- 6 Welcome message
- 8 Officials
- 10 Event program
- 11 Flags
- 12 Circuit map & lap records
- 14 Aaron Slight's hot lap
- 16 Plenty on offer
- 20 What happened in 1998?
- 26 Eleven years of Super action
- 32 Gentlemen, on your marks
- 38 Fogarty: the hunger remains
- 45 Supermono entries
- 46 Supersport entries
- 48 250cc Production entries
- 50 Sidecar entries
- 52 Superbike entries
- 54 Superbike Top Guns
- 57 Aussie Top Guns
- 58 Rd1: Foggy draws first blood
- 62 What's a Superbike?
- 74 A bit on the side
- 78 The supporting cast
- 82 Sponsors

WELCOME

Welcome to the ninth Superbike World Championship to be held at the Phillip Island Grand Prix Circuit. There is always something exciting happening in Superbikes and this year is no exception.

Aprilia, with 'veteran' Australian rider Peter Goddard on board, has joined the ever increasing number of manufacturers who have made a commitment to the championship.

In 1999 the Superbike World Championship is supported by a round of the World Sidecar Cup, the first time these international outfits have competed in Australia. Full grids of Supersport, 250cc Production and Supermono Classes will ensure non-stop action on the circuit.

The Australian Motorcycle News Superbike Expo is bigger and better than ever, with the majority of motorcycle manufacturers and accessory suppliers on display. This year the Superbike Expo is conveniently located in the Gardner Straight spectator area, immediately opposite the winners podium.

While you are here don't miss the opportunity to experience the Phillip Island Grand Prix Circuit Visitor Centre. Explore the history of motorsport on Phillip Island from the first Australian Car Grand Prix in 1928 to the excitement of the 1998 Qantas Australian Motorcycle Grand Prix. Relive the footage of Michael Doohan taking the chequered flag for his fifth consecutive world championship.

Champions Café (licensed) at the Visitor Centre is an ideal place to relax and enjoy a light lunch or a superb espresso coffee. Browse around the extensive range of gifts in the Motor Sport Shop and take home a memento of this year's Superbike

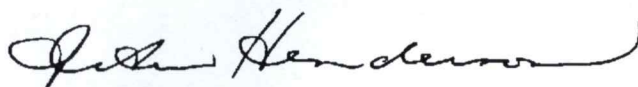
World Championship.

Phillip Island Promotions would like to take this opportunity to thank the Victorian Government and their many sponsors for their continued support. We would also like to thank Motorcycling Australia for providing their advice and assistance in conducting this world championship event.

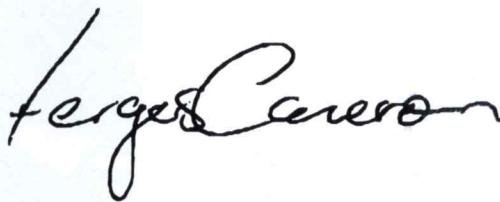
This weekend there are over 400 volunteer officials who have travelled from all over Australia to ensure this event is run safely and at the highest possible standard. We greatly appreciate their help and dedication to the sport.

Thank you for coming this weekend we hope you enjoy some great racing.

PETER HENDERSON
Chairman

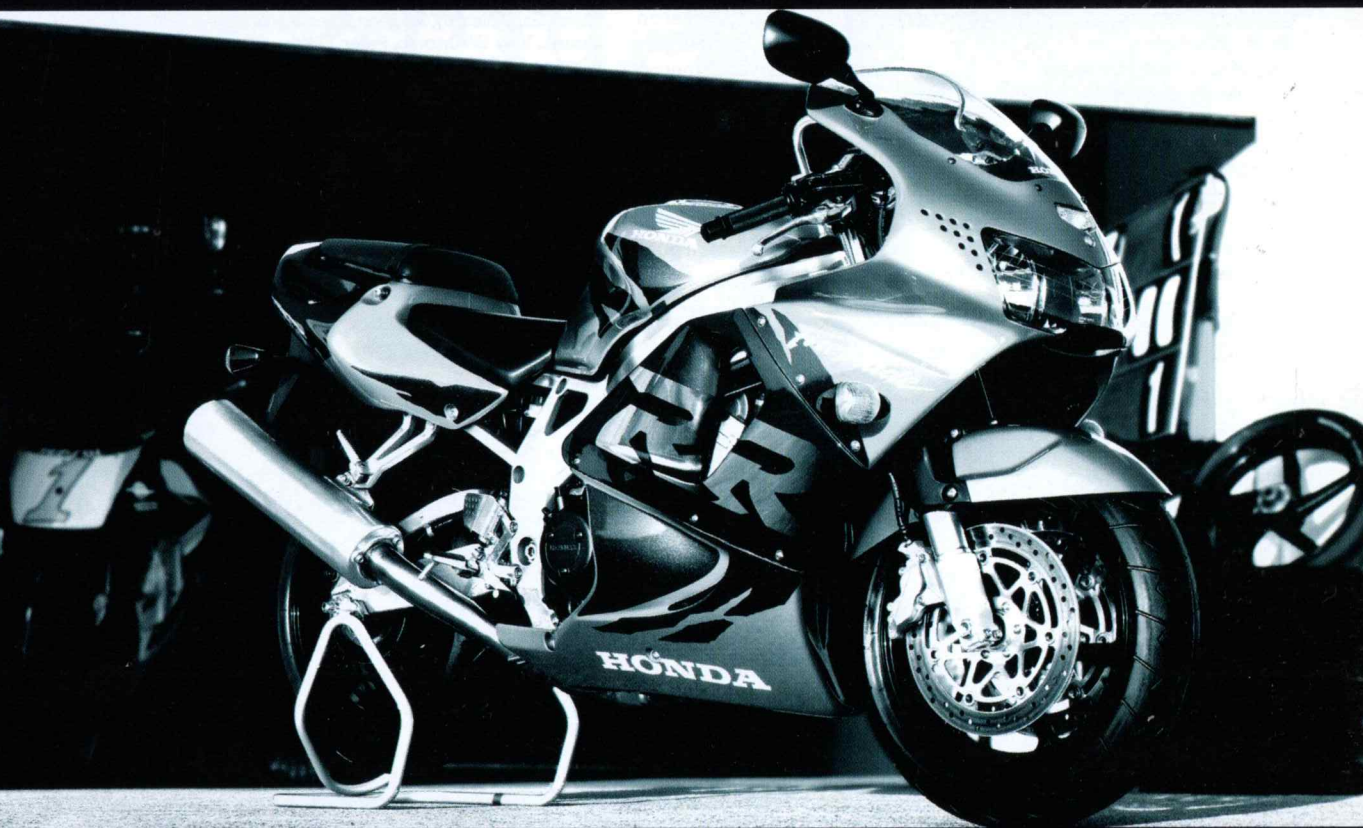


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EVENT PROGRAM

SUPERBIKE WORLD CHAMPIONSHIP, RD2

FRIDAY, APRIL 16

0920-0945	Practice	Supermono	25mins
0955-1020	Practice	Aprilia 250cc Production	25mins
1045-1145	Practice	WORLD SUPERBIKE	60mins
1155-1220	Practice	Supersport	25mins
1230-1250	Qualifying 1	Supermono	20mins
1300-1320	Qualifying 1	Aprilia 250cc Production	20mins
1445-1545	Qualifying 1	WORLD SUPERBIKE	60mins
1600-1620	Qualifying 1	Supersport	20mins
1645-1715	Practice 1	Sidecar World Cup	30mins
1730-1800	Qualifying 1	Sidecar World Cup	30mins

SATURDAY, APRIL 17

0900-0920	Qualifying 2	Supermono	20mins
0930-1950	Qualifying 2	Supersport	20mins
1000-1020	Qualifying 2	Aprilia 250cc Production	20mins
1045-1145	Qualifying 2	WORLD SUPERBIKE	60mins
1200-1230	Qualifying 2	Sidecar World Cup	30mins
1235-1305	Pit Walk		30mins
1307	Race 1	Supermono	6 laps
1335	Race 1	Supersport	8 laps
1405	Race 1	Aprilia 250cc Production	8 laps
1445-1545	Practice	WORLD SUPERBIKE	60mins
1600	Superpole	WORLD SUPERBIKE	
1700-1715	Practice 2	Sidecar World Cup	15mins
1730	Superpole	Sidecar World Cup	

SUNDAY, APRIL 18

0830-0840	Warm-up	Supermono	10mins
0845-0855	Warm-up	Supersport	10mins
0905-0915	Warm-up	Aprilia 250cc Production	10mins
0930-0950	Warm-up	WORLD SUPERBIKE	20mins
1000	Race 2	Supermono	6 laps
1030-1040	Warm-up	Sidecar World Cup	10mins
1050-1120	Pit walk		30mins
1200	RACE 1	WORLD SUPERBIKE	22 LAPS
1310	Race 2	Supersport	8 laps
1350	Race 2	Aprilia 250cc Production	8 laps
1530	RACE 2	WORLD SUPERBIKE	22 LAPS
1630	Race 1	Sidecar World Cup	22 laps

OFFICIAL FLAGS



YELLOW FLAG
WAIVED — DANGER AHEAD. STATIONARY — USED AT PRECEDING MARSHALS' POST TO REINFORCE WARNING, RIDERS NOT ALLOWED TO OVERTAKE.



CHEQUERED FLAG
RACE OR PRACTICE SESSION OVER.



BLUE FLAG
STATIONARY — MOTORCYCLE COMING UP BEHIND. WAIVED — MOTORCYCLE ABOUT TO OVERTAKE.



BLACK FLAG
RIDER WHOSE NUMBER IS SHOWN WITH THE FLAG MUST STOP AT THE PITS ON THE NEXT LAP.



YELLOW & RED STRIPED FLAG
TRACK SURFACE SLIPPERY.



RED FLAG
DISPLAYED MOTIONLESS — RACE OR PRACTICE SESSION STOPPED.



WHITE FLAG
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GREEN FLAG
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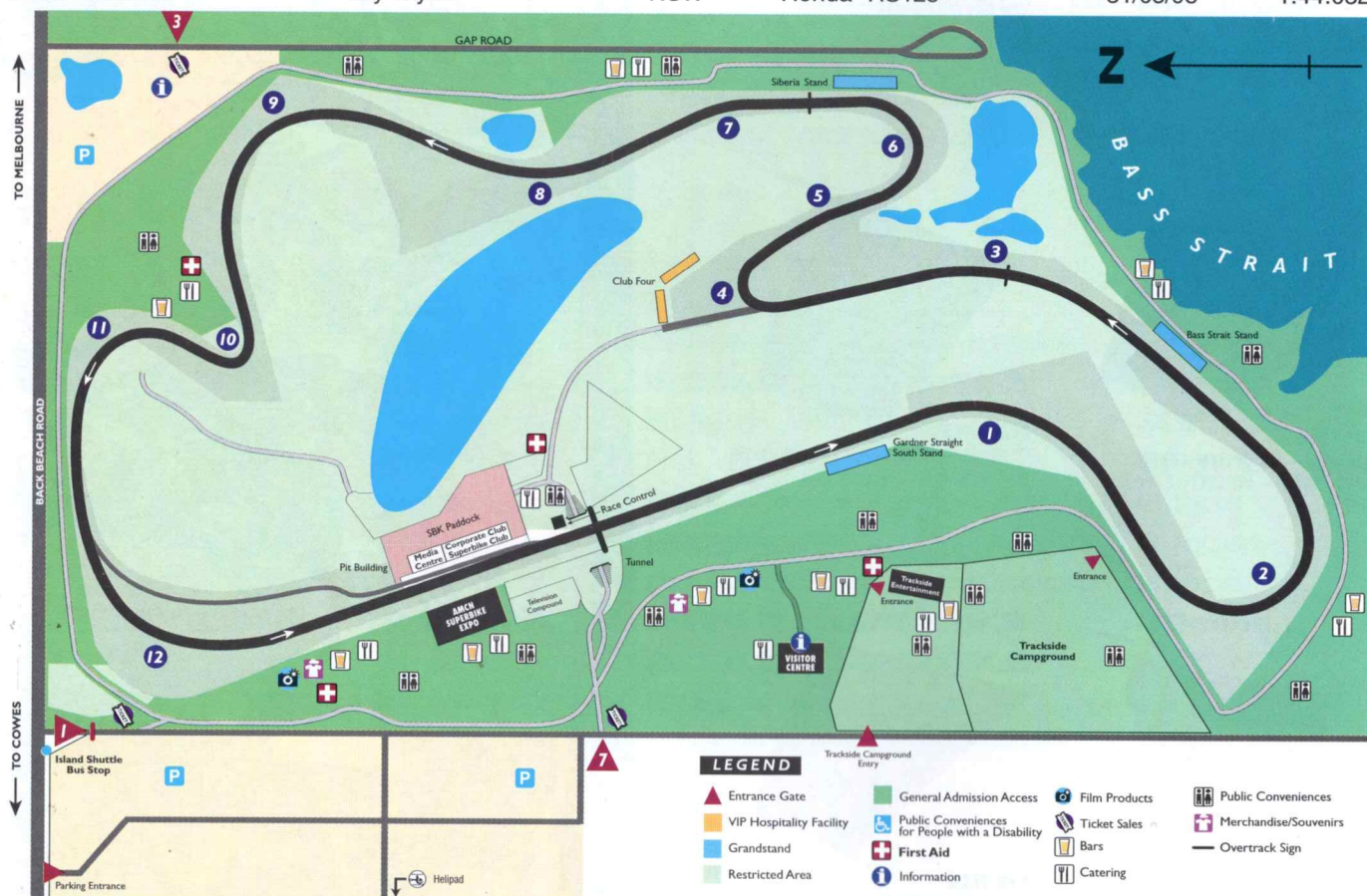
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CIRCUIT INFO

MOTORCYCLE LAP RECORDS

Class	Rider	Country	Machine	Date	Time
500GP	Simon Crafar	NZ	Yamaha YZR500	04/10/98	1:33.868
250GP	Tetsuya Harada	Japan	Aprilia RS250	04/10/98	1:35.253
125GP	Marco Melandri	Italy	Honda RS125	04/10/98	1:40.296
Superbike International	Aaron Slight	NZ	Honda RC45	27/10/96	1:35.442
Superbike National	Steve Martin	Vic	Ducati 996 Corsa	08/06/97	1:36.149
Production Superbike	Steve Martin	Vic	Ducati 916SPS	06/09/98	1:38.724
Sidecar	A Bosman/D Kellett	SA	Krauser 500	08/09/91	1:42.780
Supersport	Craig Connell	Qld	Ducati 748SPS	06/09/98	1:39.897
250cc Production	Chris McAteer	Vic	Suzuki RGV250	29/10/95	1:46.548
Supermono	Peter Hinton	NSW	PRP Supermono	22/03/97	1:45.381
H-D 883 Sportster	John Allen	Qld	Harley-Davidson 883	27/10/96	1:50.692
250GP National	Craig Connell	Qld	Yamaha TZ250	16/10/94	1:38.650
125GP National	Jay Taylor	NSW	Honda RS125	31/05/98	1:44.032



ANNOUNCEMENT

This international event is open to all FIM licence holders and is held under the rules of the FIM Code and the Supplementary Regulations of the meeting.

■ FIM Permit No: IMN 102/02 ■ Track Licence No: 0006

WARNING: MOTOR RACING IS DANGEROUS

It is a condition of admission that spectators and all persons attending this meeting do so entirely at their own risk. Ticket and credential holders are reminded that motor racing is dangerous and accidents can happen. All care is taken to protect you, but you are warned that there is a possibility of an accident causing injury, death or property damage. By the issue of a ticket or credential to you, you hereby acknowledge that the entry to the racing circuit has a degree of danger and the promoter, clubs, corporations, landowner, and persons having any connection with the promoting, organising or conduct of the event shall have no liability to you, except in regard to any rights you may have arising under the Trade Practices Act 1974.

PLEASE NOTE:

- ALCOHOL IS NOT ALLOWED IN THE PIT AREA BY ORDER OF MOTORCYCLING AUSTRALIA.
- ANIMALS ARE NOT PERMITTED AT THE CIRCUIT.
- SPECTATORS MUST STAY BEHIND THE PERIMETER FENCE.

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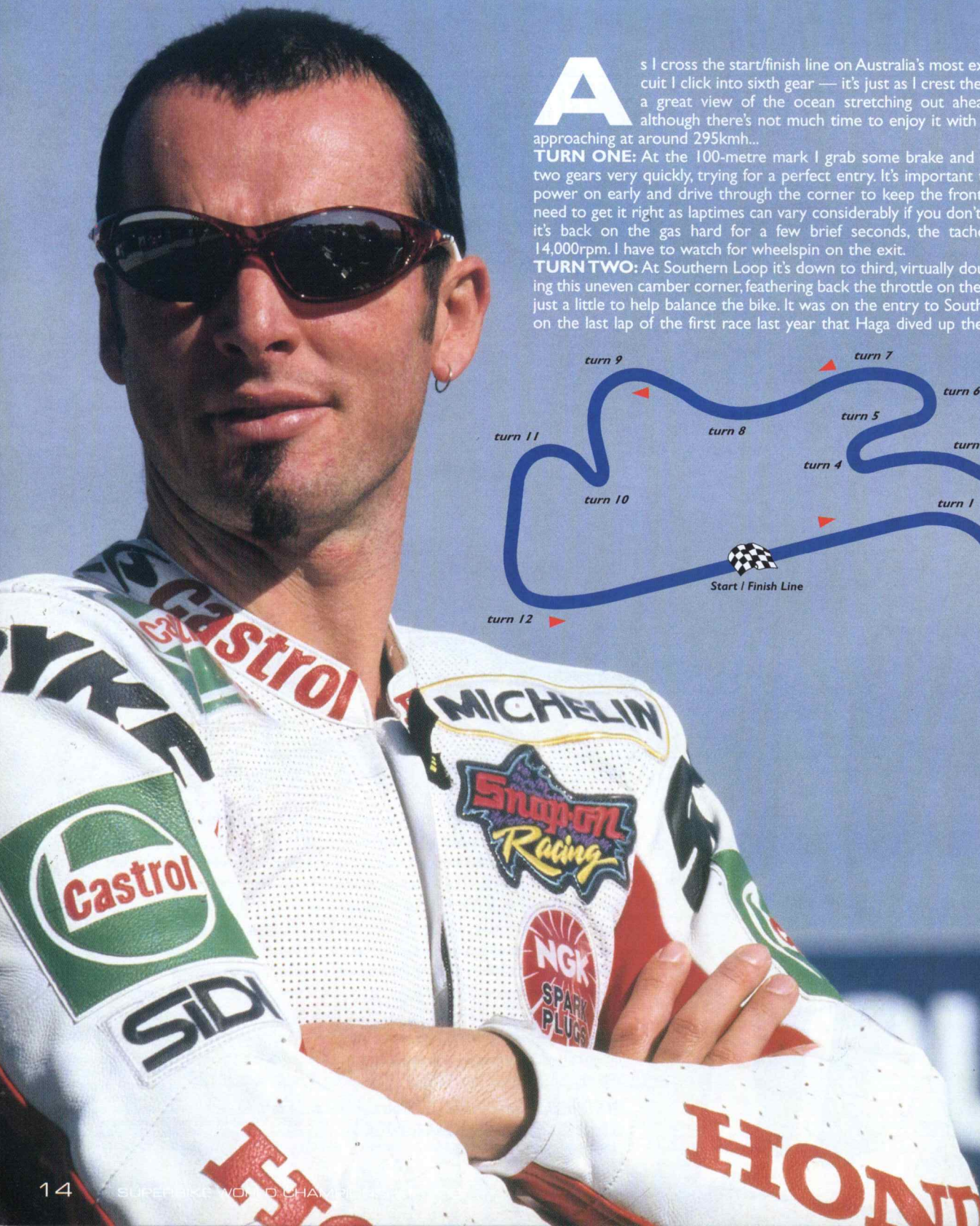
Porelle expels excess body perspiration yet acts as a full waterproof barrier within the garment itself. The two chest and front cargo pockets plus the rear storage pocket are all waterproof lined as well. In addition the Gunbarrel has three inside security pockets that allows further stowage for that outback trip. Protection has been improved with CE approved 'Isofoam' guards on the shoulders and elbows, plus a twin density foam back protector, all removable from their own pockets. Also schoeller 'Dynatec' with Kevlar® reinforcements on shoulders and elbows. 3M Scotchlite and Reflex piping are discreetly added for night safety. There are far more features still, including the zip-out winter Thermal liner that makes the Gunbarrel unique! As an equal partner to Gunbarrel is RIVET's Cordura® Pants. Built to withstand the rigors of outback riding these pants have built-in knee and hip protectors and a Kevlar® saddle within the seat area and inside knees. The leg cuff with zip is gusseted so pants can be worn inside or outside boots. The two zippered side pockets have flap and stud closure and elasticated and adjustable waist belt adds comfort.

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THE CIRCUIT

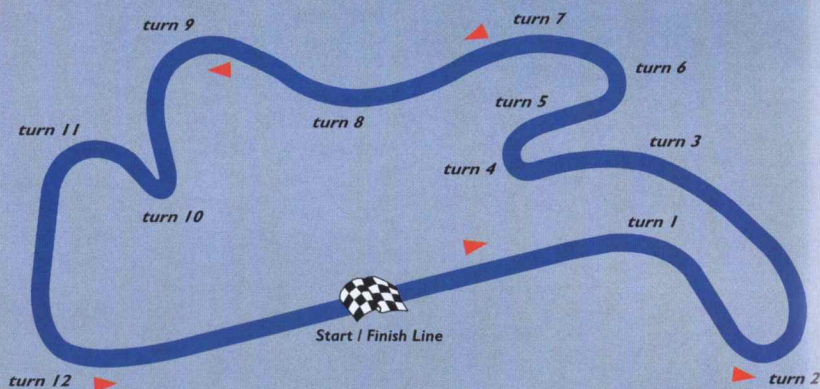
AARON SLIGHT'S HOT LAP



As I cross the start/finish line on Australia's most exciting circuit I click into sixth gear — it's just as I crest the rise, with a great view of the ocean stretching out ahead of me, although there's not much time to enjoy it with Turn One approaching at around 295kmh...

TURN ONE: At the 100-metre mark I grab some brake and click back two gears very quickly, trying for a perfect entry. It's important to get the power on early and drive through the corner to keep the front light. You need to get it right as lap times can vary considerably if you don't, and then it's back on the gas hard for a few brief seconds, the tacho nudging 14,000rpm. I have to watch for wheelspin on the exit.

TURN TWO: At Southern Loop it's down to third, virtually double apexing this uneven camber corner, feathering back the throttle on the approach just a little to help balance the bike. It was on the entry to Southern Loop on the last lap of the first race last year that Haga dived up the inside of



Team Castrol Honda RC45 rider Aaron Slight should need no introduction. The New Zealander won the 1991 Australian Superbike Championship, finished second in the 1996 and 1998 Superbike World Championships, and third in the SWC in 1993, 1994, 1995 and 1997. He has won three Suzuka 8-Hour endurance races and currently holds the Phillip Island Superbike lap record with a time of 1:35.442. So who better to take us for a lap of the picturesque 4.45km Phillip Island circuit...

lapped rider Deletang, who picked his bike up in fright and I ended up off the circuit as a result. Then at the apex I turn it up again to load the back-end rather than the front, and drift the back slightly.

TURN THREE: I'm doing close to 270kmh as I whistle under the bridge leading to Honda Corner. My left knee is out in the wind and skimming the road as it helps to turn the bike.

TURN FOUR: Honda Corner approaches quickly, and just after the 150-metre mark it's on with everything, and back to first gear, this is one which is apexed late. Often someone will try to dive up the inside under brakes, and it's easy to get T-boned here. It's important to get on the gas smoothly here — do it viciously and it could be the end of the ride with a highside.

TURN FIVE: I change into second exiting Honda Corner, and then third momentarily, before going back to second and braking deep into Siberia.

TURN SIX: It's a fine line between a fast entry and eating dirt into Siberia as I discovered while dicing with Anthony Gobert in 1996. Again I try to stay wide and apex it late, looking for a good exit. Wheelspin, black lines and drift are the order of the day here.

URNS SEVEN AND EIGHT: Into third, and then fourth, flicking it side-to-side (although it's more like muscling it side-to-side — it's a real effort) as I head up to Lukey Heights.

TURN NINE: Brake, and then back to third

for the left-hander leading to Lukey Heights. Tip it right down, left knee scraping, and back on the gas as I crest the rise. Yet more wheel-spin, drift and black lines — heaps of blackies and heaps of fun.

TURN 10: Too late on the brakes can completely upset this corner (as I found out in the wet first race in 1997!), as I come back to first gear, and heavy braking makes the back very light and difficult to turn into MG.

TURN 11: I accelerate out of the MG hairpin, trying to keep the front wheel down, short changing to second, and the same for third, getting the left knee on the deck, and lining up Turn 12. You really have to short-shift quickly here to get it right.

TURN 12: Get some drift out of Turn 11, and wind the throttle on to the stop — the feeling is magic with the rear spinning and drifting to the full. Up to fourth gear, feathering the throttle on the approach and apex, waiting for the dip in the track which loads and unloads the suspension, making it drift. Wait for it to settle, then on the gas hard. I remember this dip well from the 1989 Oz GP Superbike support race, when Robbie Phillis unloaded big-time in front of me and I ended up power-sliding along the grass in a full-lock slide.

On to the front straight and it's up to fifth, looking for the pitboard on my left, then sixth as the tachometer nudges 14,000rpm (revlimiter at 14,500rpm) and the bike winds out to 295kmh. And so ends another exhilarating lap. **SSK**

THE BATTLE FOR POLE

Superpole, a shootout at pole position for the top 16 riders, was first introduced to the Superbike World Championship in 1998.

Pole position is now no longer for the man who records the fastest lap-time during the two official qualifying sessions.

After the one untimed and the two timed practices, the 16 fastest riders are invited to go out on the track one by one on Saturday afternoon to go all-out for just one lap.

On the basis of these lap-times, the final grid positions are determined.

This formula has been used at Suzuka for several years now and is similar to the Top 10 Shootout at the Bathurst 1000 car race.

Not all riders are happy with the Superpole formula.

On the other hand, the Superpole session provides a lot of drama. The fastest man in qualifying could drop back to a fourth-row start if things do not go exactly as planned during his 'do or die' lap. But it also gives the other riders the chance to go for pole.

The good news for local fans is that the rider with the best record in the Superpole format is Aussie Troy Corser. He commenced his challenge for the 1999 Superbike World Championship with Superpole at Kyalami three weeks ago, and will no doubt be looking to make it two from two at Phillip Island this weekend.



PLENTY ON OFFER...

Besides the frantic World Superbike on-track action, there's plenty more to see and do to make the weekend memorable.

Whatever you do, don't miss the Australian Motorcycle News Superbike Expo, which this year — its sixth at the Australian round of the World Superbikes — will be housed in a massive marquee on Gardner Straight opposite the winners podium.

Inside there are displays of the latest models from the major manufacturers, clothing, accessories, training and just about anything else to do with motorcycling.

Honda, Yamaha, Suzuki and Kawasaki will be there in force along with Ducati, BMW, Triumph, Aprilia, Buell and Bimota — all with their latest models and helpful staff on hand to answer your questions.

And if you're looking for that go-fast bit or flash accessory to make your motorcycle the meanest on the road, there is a wide variety of pipes, cams and other bits to check out.

Perhaps you're in the market for a new set of leathers, or some gear to keep the coming winter at bay? You won't be disappointed with the range of clothing on display.

Impressed by the on-track action of the Superbike stars? Australian Superbike School and Stay Upright will be on hand to show you just how good you could be...

T-shirts, videos, prints and official team merchandise will give you plenty of opportunity to spend some money.

Admission to the Australian Motorcycle News Superbike Expo is free, but keep an eye out for a mangy mutt wandering the corridors near the AMCN stand — that'll be Fred Gassit off the leash...

TAKE A TOUR

Another attraction well worth a visit is the new Phillip Island Grand Prix Circuit Visitor Centre, situated in the old Len Lukey Museum building within the circuit boundary near Turn One.

Totally refurbished, the centre has a fascinating walk-through display featuring the history of racing at Phillip Island with photographs and memorabilia.

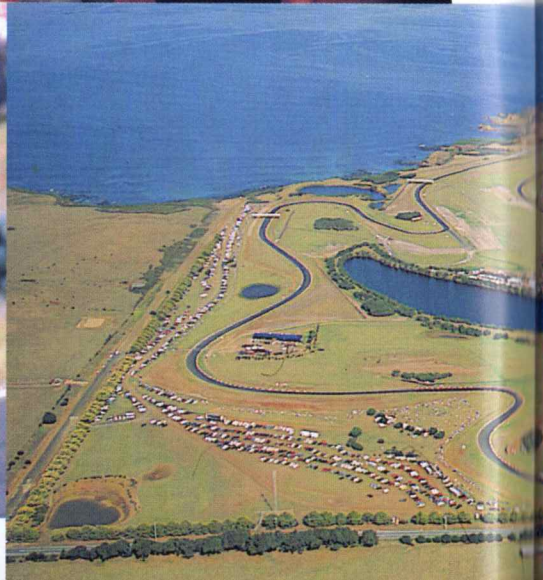
Among the displays are videos of famous races at the Island, including the action-packed 1989 Australian Motorcycle Grand Prix.

Among the variety of old racebikes are cars as well to make the exhibition not just a history of Phillip Island, but a rare glimpse of Australian motorsport through the ages.

If you get a little peckish or want to take part of the experience home with you, there's also a cafe and merchandise shop within the Visitor Centre.

STUNTS AND DISPLAYS

In between the race action will be a full card of stunts and displays to keep the adrenalin



Right: stunts, merchandise outlets, and a mangy mutt called Fred Gassit will keep the crowds entertained.

flowing.

Topping the bill is stunt ace Robbie Bolger, who will be making an attempt on the world wheelie record on the Sunday, and will make numerous other appearances during the weekend.

There'll be Pro Stock dragbikes putting on a rubber-burning display, and Draggin Jeans will give a practical demonstration on just how effective its protective clothing products are!

Look up and you'll see the RAAF Blue Eagles parachutists dropping from the skies, plus there'll be model aircraft taking to the heavens.

Finally, make sure you listen to the circuit commentary throughout the weekend for details of rider autograph sessions. A number of the top Superbike stars will be visiting the Australian Motorcycle News Superbike Expo to meet the fans and sign autographs. Don't miss the opportunity.

CLUB FACILITIES

Once again many motorcycle manufacturers are providing facilities for club members, providing catered marquee comfort and front row seats along Gardner Straight. Although these facilities are already pretty much booked out, it's an idea to get in touch with the various clubs to join up or book ahead for future events.

Ducati: for Ducati riders there is a Ducati Hospitality Marquee open from Friday to Sunday. A special feature this year will be the appearance of Ducati Superbike racers Troy

Below: at a loose end between races? Why not check out the thousands of motorcycles parked around the circuit...



EXPO DISPLAY...

EXHIBITOR

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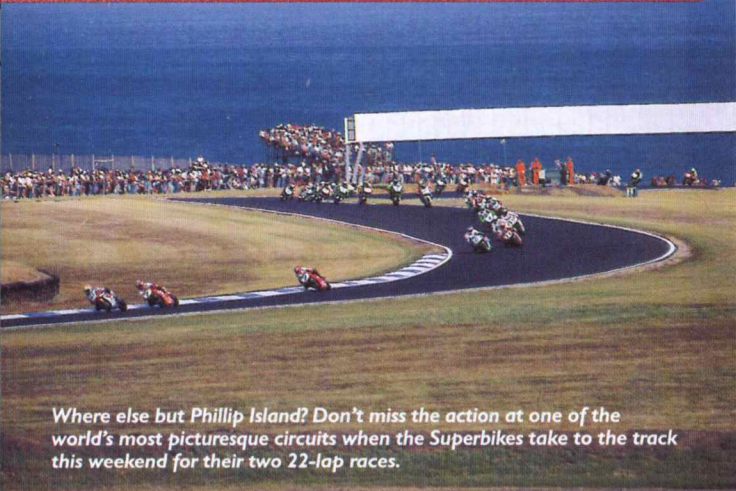
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Australian Motorcycle Grand Prix
AMCN display and Gassit merchandise
Rider training
Exhausts, accessories, Castrol Honda merchandise
Latest models
Latest models
Latest models
Team Suzuki clothing
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Latest models
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Latest models
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Latest models
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Leathers
Latest models

WHAT'S ON?



Where else but Phillip Island? Don't miss the action at one of the world's most picturesque circuits when the Superbikes take to the track this weekend for their two 22-lap races.

Corser, Carl Fogarty, Steve Martin and Craig Connell, who will visit the marquee on Saturday after final qualifying. There is also a 130-seat grandstand and a buffet lunch on Sunday for Ducati enthusiasts.

To enquire about Ducati club membership contact NF Importers, tel (02) 9748 7833.

Honda Riders Club Of Australia: facilities available for the three days of the event include grandstand seating, television monitors, cloak-room, members bike parking and a fully-catered lunch on Saturday and Sunday. There is also an exclusive campground with a marquee 'get together' area, barbecue, and light and power facilities. For membership details, contact HRCA, tel (03) 9887 0100.

Kawasaki Rider's Club: members will be able to take advantage of a three-day package at the Kawasaki marquee. A deluxe barbecue lunch is available on Saturday and Sunday along with private grandstand seating and television monitors, so you miss none of the action. For club membership enquiries, contact Kawasaki Motors Australia tel (02) 9684 2585.

Yamaha: club members have access to pre-booked corporate facilities, however, spaces are at a premium. If you're a Yamaha owner and want to enquire about club membership, tel (03) 9702 4400.

ISLAND ATTRACTIONS

While you're on Phillip Island, there are many other things to see and do.

Along with the popular Penguin Parade, where flocks of fairy penguins arrive on the beach to return to their Summerland Beach burrows every sunset, there is also The Nobbies, Seal Rocks and the Koala Conservation Centre.

The Australian Dairy Centre, the Clock Museum at Cowes, Mini Europe on Ventnor Road, and the A-Maze-N-Things entertainment centre are also among the many attractions. Check out the local Information Centre a kilometre after the San Remo bridge on Phillip Island Road if you want to know more.

And if you want to check out a phenomenon unique to Cowes, head down to the Isle of Wight Hotel on the beachfront on Friday and Saturday night for a real taste of the wildlife... **SBC**



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Champion, with his wife Michaela.

DUCATI 

FOGGY MAKES IT NUMBER THREE

After an action-packed season, the struggle for the 1998 Superbike World Championship came down to a four-man battle. As Johan Vandekerchove recaps, it was Carl Fogarty who emerged victorious.

No less than four men could have taken out the 1998 Superbike World Championship in the closing stages. It looked as though it would all go down to the wire at the final round held in Sugo, Japan, but with two rounds remaining Italian Pier Francesco Chili fell off his Ducati Corse ADVF in a last-corner attempt to defend his leading position, and some vital championship points — reducing the championship contenders to a threesome.

Then in the final round, the somewhat methodical title leader and pole-sitter, Troy Corser (Ducati Corse ADVF) knocked himself out during morning warm-up, breaking three ribs and suffering a ruptured spleen. And then there were two...

For Aaron Slight, it was once again a year to play the bridesmaid after he struggled to get his Castrol Honda dialled in to suit the Sugo circuit.

This opened the door for experienced multiple champion, Carl Fogarty (Ducati Performance) to take the championship. Fogarty came back from what looked like a lost position to grab the title in the closing laps of the final race...

AND THEN THERE WERE THREE

When the teams left for that last round at Sugo on Sunday, October 4 the three remaining title candidates were only six points apart.

There is no doubt that seldom have we witnessed such an exciting finale to the Superbike World Championship.

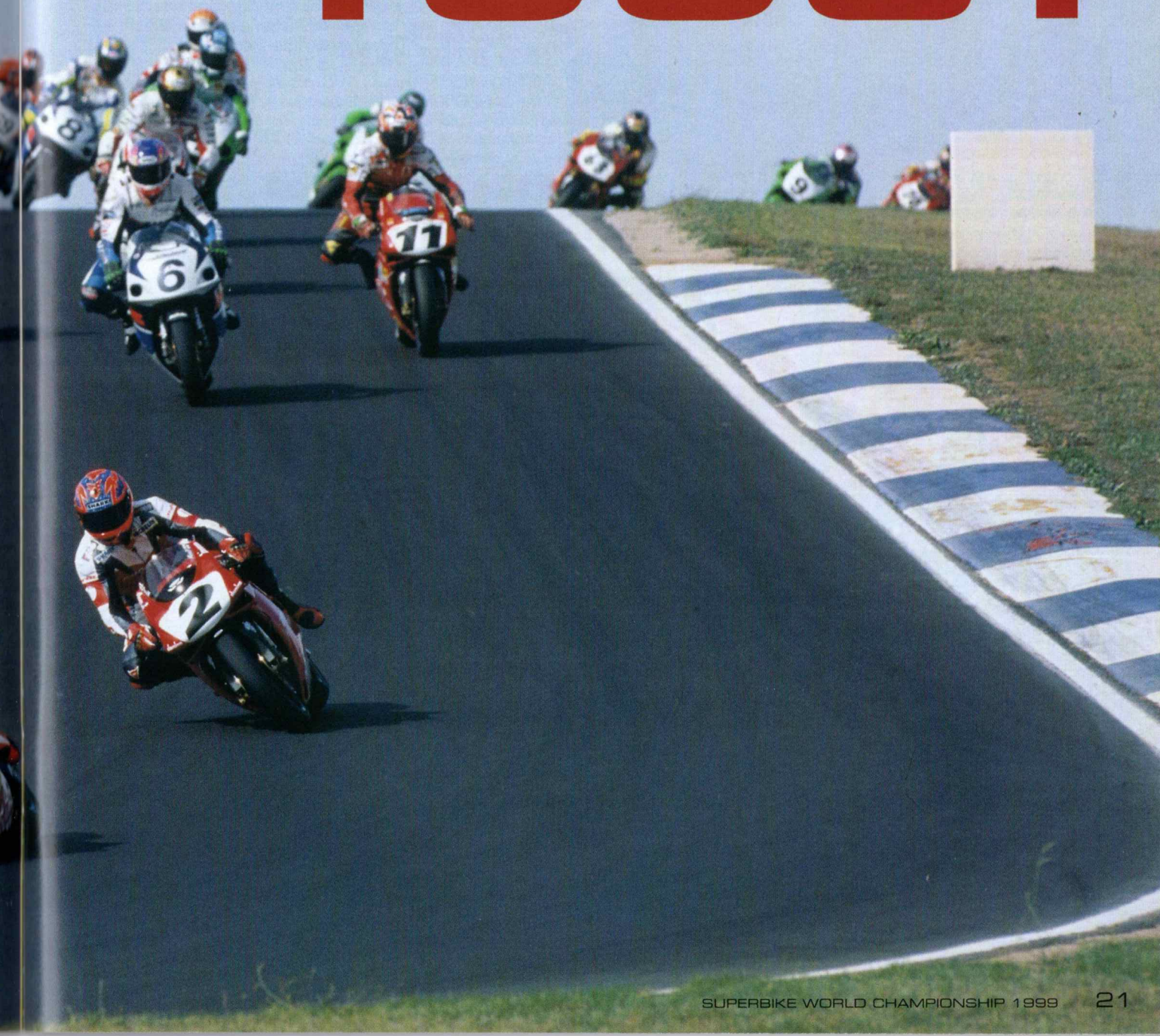
Right: Noriyuki Haga's 1998 season started strongly at Phillip Island's opening round, but then crashes and inconsistency blunted his charge. That's Haga (#41) leading Chili (#7) and Fogarty (#2). Below: he had to wait until the last round at Sugo, but Foggy didn't waste any time in proclaiming who was number one for 1998.



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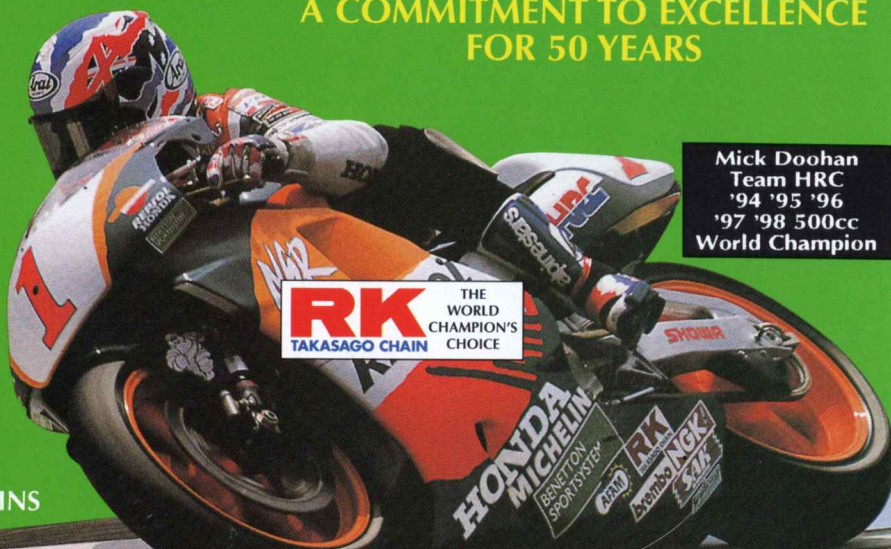
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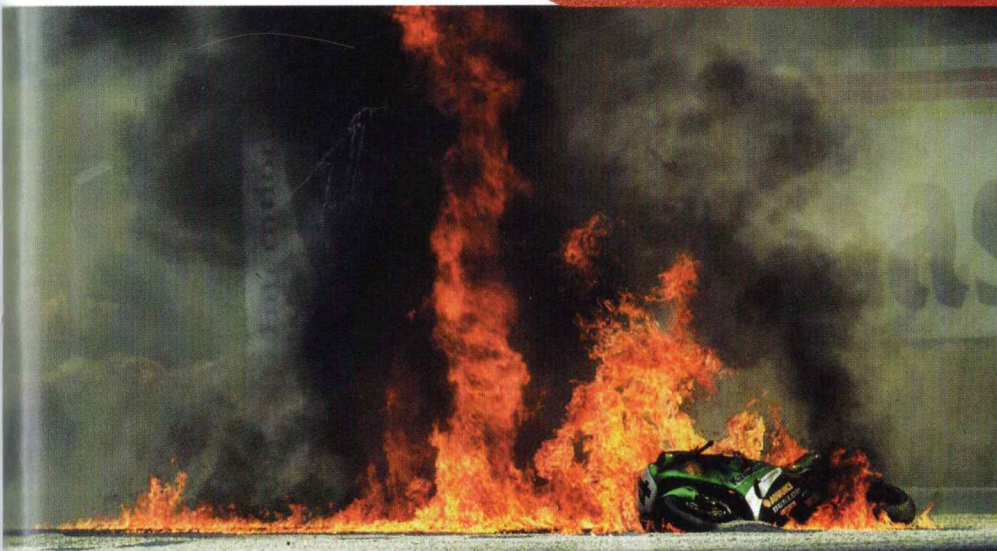
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Left: was that medium rare or well done for your Kawasaki, sir? Round three at Monza brought a fiery halt to Akira Yanagawa's challenge. Below left: Troy Corser had to wait until Brands Hatch to take his first 'real' victory of 1998. Below right: Frankie Chili saw his championship chances (and his 1999 Ducati factory ride) disappear at Assen.

set-up between the two pretty challenging.

SURPRISE PACKAGE

Even so, it was Haga who surprised everyone at the beginning of the season. After having shown at the end of 1997 at Sugo what he was made of, the then 23-year-old stormed to victory at Phillip Island, Australia.

At Donington, the Japanese went one better and took his first double victory.

But as most of his opponents hoped, Haga did not have it his own way for long. The Yamaha rider fell off on a number of occasions and lost ever more ground in the points standings.

Another two 'extreme' results at the final round of the year (crash in the first race and victory in the second one) saw him finish sixth for the year.

Corser had started the championship in his familiar, consistent way, and that would not change as the campaign went on. The 1996 champion took points in almost every race before the Sugo final, and in most cases, he finished on the rostrum.

Only at Kyalami, South Africa, things didn't go quite as expected, when the brand new Ducati engine ground to a halt due to a fuel-line problem on the warm-up lap. Funnily enough, it was only at the US round (Laguna Seca) that the Australian notched up his first victory of the year. And even then, he had to settle for half of the points, because the first race was interrupted after the serious crash involving Kawasaki rider Akira Yanagawa.

A few weeks later Corser took his first 'real' victory of the year at Brands Hatch, England.

A HIGH PRICE

Looking back, all the fast riders of 1998 — apart from Corser — scored very erratic results. Chili was a perfect example.

The Italian, who for the first time in his career

And all this occurred without John Kocinski, who rode the Castrol Honda RC45 to a championship title in 1997. The defending champ had moved to the 500cc GP class for 1998.

After Kocinski's victory in the 1997 championship, all eyes were on Slight at the beginning of the season. The New Zealander, going into his fifth season aboard the Honda RC45, was expected to prove more than ever that he had the right stuff to take the injected V-four to the title.

Since 1993 the Kiwi has never been out of the top three in the final standings, but the title had always remained out of reach. Honda didn't leave a stone unturned to help Slight in his 1998 bid.

For the first time, the world's largest motorcycle manufacturer broke the ultimate taboo concerning the 'standard' philosophy of the Superbike World Championship. The factory RC45s were equipped with dual exhausts and a factory double-sided swingarm.

Nevertheless, everything was legal, and no other factory showed any intention of filing a complaint.

The Honda engineers had also done a good job on the inside of the engine. The bike that in 1997 had acquired the reputation of being the best all-round machine turned out in 1998 to be unbeatable on top speed and acceleration. That was

shown very clearly at Monza, where Slight's teammate Colin Edwards took his first (double) victory in his SWC career.

LESS IS MORE

There was just as much development in the Ducati camp. The new factory engine (some 5ps stronger than its predecessor) was replaced mid-season by a more 'useable' injected V-twin, run for the first time at the Kyalami track.

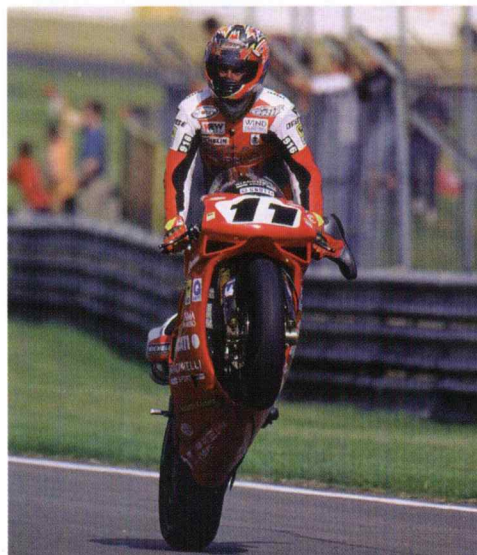
According to Troy Corser, the engine was a lot more predictable and user-friendly than the machine which he had used during the first half of the season.

At Kawasaki and Suzuki technical developments had been less spectacular, while the ancient 1993-vintage Yamaha YZF750 was the bike everybody pitied the most.

Despite rumours at the beginning of 1997, the Yamaha would not be replaced before the start of the 1999 season — bad news for 1993 world champ Scott Russell and new boy Noriyuki Haga.

Furthermore, Russell had insisted on using Michelin tyres, despite the fact that the Yamaha team didn't have any experience with the French rubber. Haga meanwhile continued to use Dunlop, which made shuffling development and

CORSER HAD STARTED THE CHAMPIONSHIP IN HIS FAMILIAR, CONSISTENT WAY





was integrated in an official Ducati team, had shown in the past that he was a very fast rider, but he alternated his successes with crashes.

The '98 season proved to be no different. In all, he won five races, but he also ended a lot of events in the gravel pit.

He paid a high price for his crash in the very last corner of the second heat at the penultimate round Assen. There he didn't only lose contact with the top three in the championship, but also his 'contract' to another season with the factory Ducati squad.

Edwards was no example of consistency either and turned out to be still a little bit too erratic to challenge for the title in his first year aboard the Honda. Nevertheless, the Texan won the two races at Monza.

For Yanagawa it was the same story, even though insiders had expected more from the Kawasaki team after the very promising pre-season test results. The upward march of the always jolly Japanese was interrupted at Laguna Seca,

when he was ridden off his bike by American Doug Chandler's Muzzy Kawasaki.

Nevertheless, Yanagawa got back in the saddle much earlier than anybody expected, and even in his comeback race was on the pace.

AND THEN THERE WERE TWO

Eventually, the title came down to a confrontation of three men.

'Mister Consistency' Corser had not been able to shake off Slight and Fogarty during the season. The latter had experienced a very inconsistent season, but both had left some points in the gravel pit at some time, but also lost ground due to less than perfect bike set-up.

It all boiled down to a breathtaking finale at Sugo on Sunday, October 4. Corser made one of his few mistakes, got it all wrong changing down for a corner and crashed heavily. Broken ribs and a damaged spleen spelt the end of the season for the '96 champ.

For Slight and Fogarty, things were now quite

Above left: crashes limited Noriyuki Haga's 1998

challenge. Centre: Colin Edwards picked up a

double win at Monza, his first. Above right: championship leader Troy Corser's challenge came undone with a missed gear at Sugo's final round.

simple: only 5.5pts apart, the title would go to the rider finishing in front.

Unfortunately, it never came to a head-to-head confrontation. Despite the fact that Slight received a completely new RC45 engine (boasting more horsepower than Michael Doohan's NSR500!), the New Zealander didn't manage to get back from a mediocre starting grid — at one stage hampered by the less-than-sporting efforts of Kawasaki-mounted Neil Hodgson.

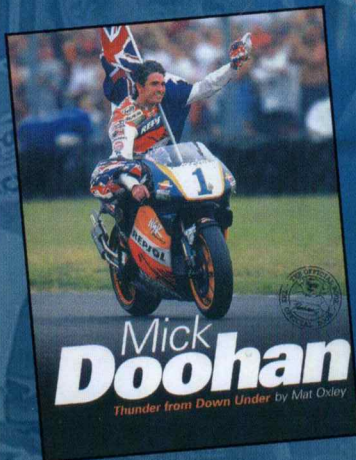
Fogarty, on the other hand, had an easier job. He started from the front row and kept the Japanese wildcard front-runners within distance for both races. A third and a fourth position finally earned him his third world title. **SBK**

SBK 1998 SUPERBIKE WORLD CHAMPIONSHIP FINAL POINTS

Pos	Rider	Nat	Bike	Aus R1/R2	GB R1/R2	I R1/R2	E R1/R2	D R1/R2	Mis R1/R2	RSA R1/R2	USA R1/R2	GB R1/R2	A R1/R2	NL R1/R2	J R1/R2	Total
1	* Carl Fogarty	GB	Duc	25/16	9/16	10/20	7/25	3/3	13/16	20/20	5.5/-	13/20	16/20	20/25	16/13	351.5pts
2	Aaron Slight	NZ	Hon	7/20	13/13	20/-	13/20	25/13	25/25	8/8	4/-	20/11	25/25	13/20	9/10	347
3	Troy Corser	Aus	Duc	20/10	20/20	16/13	20/16	9/16	20/20	-/9	12.5/20	9/25	10/11	16/16	-/-	328.5
4	Pierfrancesco Chili	I	Duc	13/-	16/11	11/16	25/11	16/25	-/-	25/25	4.5/13	7/10	20/16	25/-	4/-	293.5
5	Colin Edwards	USA	Hon	9/9	10/9	25/25	11/-	20/20	16/13	7/13	2.5/6	25/13	9/7	11/13	3/3	279.5
6	Noriyuki Haga	J	Yam	16/25	25/25	7/6	6/13	11/9	-/-	9/16	-/25	4/9	7/4	8/8	-/25	258
7	Akira Yanagawa	J	Kaw	11/11	11/-	-/10	3/9	13/11	11/11	10/11	10/-	-/-	13/13	9/10	13/20	210
8	Jamie Whitham	GB	Suz	-/4	8/8	8/11	5/6	7/6	10/-	13/-	5/11	11/16	11/10	-/11	5/7	173
9	Peter Goddard	Aus	Suz	-/13	7/6	9/8	2/8	10/8	-/-	11/10	1/8	6/3	6/8	10/9	6/6	155
10	Scott Russell	USA	Yam	6/8	3/5	-/-	10/7	5/-	8/10	6/7	0.5/-	16/8	4/5	7/-	11/4	130.5
11	Neil Hodgson	GB	Kaw	8/-	4/-	13/9	9/2	-/5	9/8	-/-	3.5/10	-/7	8/6	6/7	10/-	124.5
12	Gregorio Lavilla	E	Duc	5/5	-/-	6/-	16/-	-/10	-/9	16/-	1.5/-	-/-	5/9	-/-	-/1	83.5
13	Piergiorgio Bontempi	I	Kaw	4/-	2/3	-/5	4/10	8/7	-/5	4/6	-/-	-/-	-/-	-/-	-/-	58
14	Alessandro Gramigni	I	Duc	-/1	-/-	4/3	8/-	6/-	5/4	5/2	-/7	1/-	3/2	5/-	-/-	56
15	Igor Jerman	Slo	Kaw	1/-	-/-	3/4	-/4	2/1	1/6	3/5	-/5	-/-	1/1	4/6	-/-	47
16eq	Keiichi Kitagawa	J	Suz	-/-	-/-	-/-	-/-	-/-	-/-	-/-	-/-	-/-	-/-	-/-	25/11	36
16eq	Akira Ryo	J	Suz	-/-	-/-	-/-	-/-	-/-	-/-	-/-	-/-	-/-	-/-	-/-	20/16	36
18	Andreas Meklau	A	Duc	-/-	-/-	5/7	-/-	-/-	7/7	-/-	-/-	-/-	2/3	-/-	-/-	31
19eq	Niall Mackenzie	GB	Yam	-/-	-/10	-/-	-/-	-/-	-/-	-/-	-/-	10/6	-/-	-/-	-/-	26
19eq	Steve Hislop	GB	Yam	-/-	6/7	-/-	-/-	-/-	-/-	-/-	-/-	8/5	-/-	-/-	-/-	26
19eq	Lucio Pedercini	I	Duc	3/-	-/-	2/2	-/-	4/2	4/2	-/3	-/4	-/-	-/-	-/-	-/-	26
22	Ben Bostrom	USA	Hon	-/-	-/-	-/-	-/-	-/-	-/-	-/-	6.5/16	-/-	-/-	-/-	-/-	22.5
23	Mark Willis	Aus	Suz	10/7	-/-	-/-	-/-	-/-	-/-	-/-	-/-	-/-	-/-	-/-	-/-	17
24	Wataru Yoshikawa	J	Yam	-/-	-/-	-/-	-/-	-/-	-/-	-/-	-/-	-/-	-/-	-/-	7/9	16
25eq	Udo Mark	D	Suz	-/-	-/-	-/-	-/-	-/4	6/3	-/-	-/-	-/-	-/-	-/-	-/-	13
25eq	Andrew Stroud	NZ	Kaw	-/-	-/-	-/-	-/-	-/-	2/1	2/4	-/-	-/-	-/-	1/3	-/-	13

Legend: A Austria, Aus Australia, CZ Czech Republic, D Germany, E Spain, GB Great Britain, I Italy, In Indonesia, J Japan, NI Netherlands, NZ New Zealand, USA United States.

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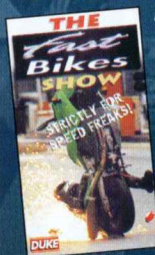


Doochan Book, Mick Doohan

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Mick Doohan is the greatest motorcycle racer of modern times — some would say ever. The teak-tough Aussie has wrestled his 190 horsepower Honda to more than 50 grand prix wins and five consecutive 500cc World Championships. His fearsome broadside riding style has captivated millions of fans worldwide and made him the sport's biggest-ever earner. This all-colour book is a fascinating chronicle of his life, from wild boyhood to grand master. Author Mat Oxley has worked in GPs since 1988 and with Doohan since 1990. A former Isle of Man TT winner, he also finished third in the 1986 world endurance championship.

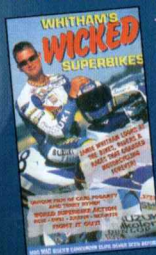
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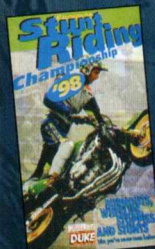
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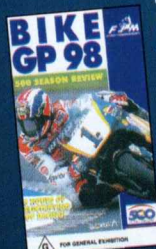
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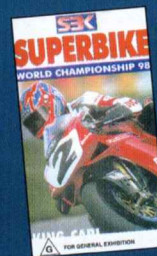
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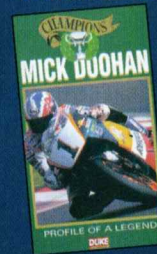
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ELEVEN YEARS OF SUPERACTION...

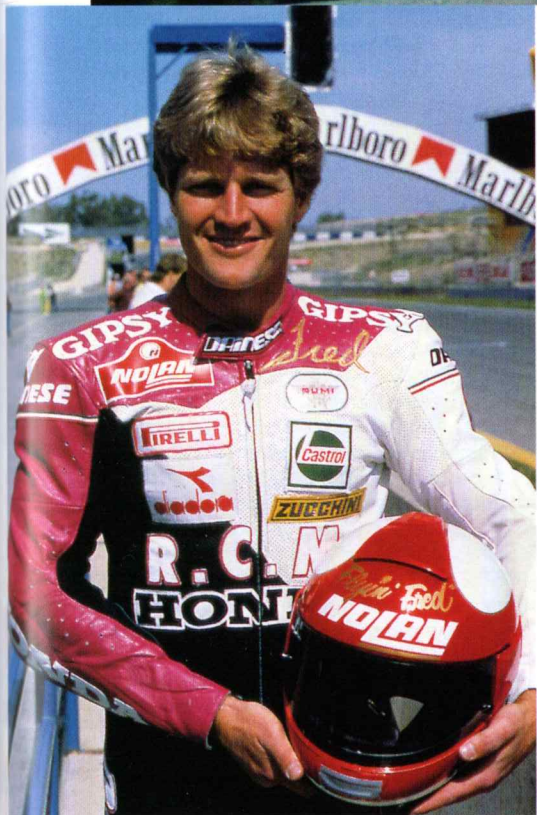
The official world championship for the Superbike class kicked off on April 3, 1988 with the opening round of that year's inaugural series at Britain's Donington Park circuit. Since then we've had eleven years of exciting four-stroke racing on street-based motorcycles. Here follows the Superbike Roll of Honour...

1988: FLYING FRED

1 Fred Merkel (USA), Hon, 99pts; 2 Fabrizio Pirovano (I), Yam, 93.5; 3 Davide Tardozzi (I), Bimota, 91.5; 4 Stephane Mertens (B), Bimota, 90.5; 5 Marco Lucchinelli (I), Duc, 63; 6 Alex Vieira (F), Hon, 42; 7 Rob Phillis (Aus), Kaw, 42; 8 Gary Goodfellow (Can), Suz, 39.5; 9 Malcolm Campbell (Aus), Hon, 33.5; 10 Terry Rymer (GB), Hon, 32.5; 11 Roger Burnett (GB), Hon, 31.5; 12 Michael Doohan (Aus), Yam, 30; 13 Joey Dunlop (Irl), Hon, 30; 14 Eric Delcamp(F), Kaw, 29.5; 15 Christophe Bouheben (F), Hon, 28.

Right: the most successful rider in the 11-year history of the series had his first SWC forays on a Honda RC30 — Carl Fogarty circa 1991. Below: Troy Corser claimed the 1996 title on home turf at Phillip Island.





Above and left: American Fred Merkel won the 1988 and 1989 championships on a Honda RC30. Right: three-times champ Fogarty's 50 race wins (including South Africa's double victory three weeks ago) have him well ahead of 1990 champ Raymond Roche (at left, 23 wins) and 1991-92 champ Doug Polen (at right, 27 wins). Foggy's ride photo is from '95, but that inset (check the hairstyle) is from 1993...

Race wins: Tardozzi 5, Doohan 3, Merkel 2, Mertens 2, Lucchinelli 2, Goodfellow 1, Morillas (Kaw) 1.

(In the first round of the championship only the overall result counted for championship points. From round two points were scored per race. The race wins list shows all race winners. Round one's overall winner was Lucchinelli, while heat winners were Tardozzi and Lucchinelli).

Manufacturers: 1 Honda 141pts; 2 Bimota 132.5; 3 Yamaha 117.5; 4 Kawasaki 92; 5 Ducati 70; 6 Suzuki 58.

1989: FRED AGAIN

1 Fred Merkel (USA), Hon, 272pts; 2 Stephane Mertens (B), Hon, 266; 3 Raymond Roche (F),

Below: Peter Goddard (#37) and Rob Phillis (#11) kept Aussie honour intact when they won a race each at Phillip Island in 1990.



Duc, 222; 4 Fabrizio Pirovano (I), Yam, 208; 5 Anders Andersson (Swe), Yamaha, 159; 6 Giancarlo Falappa (I), Bimota, 139; 7 Terry Rymer (GB), Yam, 134; 8 Baldassarre Monti (I), Duc, 99; 9 Jari Suhonen (F), Yam, 90; 10 Michael Dowson (Aus), Yam, 79; 11 Rob Phillis (Aus), Kaw, 74; 12 Mike Baldwin (USA), Bim, 64; 13 Patrick Igoa (F), Kaw, 54; 14 Aaron Slight (NZ), Kaw, 51; 15 Alex Vieira (F), Hon, 48.

Race wins: Roche 5, Mertens 4, Merkel 3, Falappa 3, Dowson 2, Pirovano 1, Rymer 1, Vieira 1, Doug Polen (Suz) 1, Peter Goddard (Yam) 1.

Manufacturers: 1 Honda 388pts; 2 Yamaha 335; 3 Ducati 270; 4 Bimota 208; 5 Kawasaki 168; 6 Suzuki 120.





1990: DUCATI'S FIRST

1 Raymond Roche (F), Duc, 382pts; 2 Fabrizio Pirovano (I), Yam, 325; 3 Stephane Mertens (B), Hon, 300; 4 Rob Phillis (Aus), Kaw, 238; 5 Rob McElnea (GB), Yam, 218; 6 Fred Merkel (USA), Hon, 197; 7 Terry Rymer (GB), Yam, 158; 8 Baldassarre Monti (I), Hon, 149; 9 Anders Andersson (Swe), Yam, 120; 10 Jari Suhonen (F), Yam, 112; 11 Giancarlo Falappa (I), Duc, 94; 12 Jamie James (USA), Duc, 86; 13 Peter Goddard (Aus), Yam, 85; 14 Malcolm Campbell (Aus), Hon, 81; 15 Doug Chandler (USA), Kaw, 70.

Race wins: Roche 8, Pirovano 5, Mertens 3, Merkel 3, Phillis 2, Chandler 2, Rymer 1, Falappa 1, Goddard 1.

Manufacturers: 1 Honda 417pts; 2 Ducati 404;

3 Yamaha 402; 4 Kawasaki 301; 5 Suzuki 61; 6 Bimota 4.

1991: POLEN'S BLITZ

1 Doug Polen (USA), Duc, 432pts; 2 Raymond Roche (F), Duc, 282; 3 Rob Phillis (Aus), Kaw, 267; 4 Stephane Mertens (B), Duc, 217; 5 Fabrizio Pirovano (I), Yam, 195; 6 Terry Rymer (GB), Yam, 192; 7 Carl Fogarty (GB), Hon, 146; 8 Fred Merkel (USA), Hon, 124; 9 Giancarlo Falappa (I), Duc, 113; 10 Davide Tardozzi (I), Duc, 108; 11 Udo Mark (D), Yam, 68; 12 Jeffry de Vries (NL), Yam, 66; 13 Aaron Slight (NZ), Kaw, 65; 14 Kevin Magee (Aus), Yam, 63; 15 Jari Suhonen (F), Yam, 61.

Race wins: Polen 17, Roche 4, Mertens 2, Magee 1, Pascal Picotte (Yam) 1, Tom Kipp

Above: Anthony Gobert leads Carl Fogarty, Troy Corser and Aaron Slight out of Phillip Island's Honda Corner in 1995. Gobert and Corser took a win each.

(Yam) 1.

Manufacturers: 1 Ducati 477pts; 2 Kawasaki 344; 3 Yamaha 336; 4 Honda 258; 5 Suzuki 30; 6 Bimota 21.

1992: DOUG DOUBLES UP

1 Doug Polen (USA), Duc, 371pts; 2 Raymond Roche (F), Duc, 336; 3 Rob Phillis (Aus), Kaw, 289; 4 Giancarlo Falappa (I), Duc, 279; 5 Fabrizio Pirovano (I), Yam, 278; 6 Aaron Slight (NZ), Kaw, 249; 7 Stephane Mertens (B), Duc, 182; 8 Daniel Amatriain (E), Duc, 156; 9 Carl Fogarty (GB), Duc, 134; 10 Piergiorgio

DOMESTIC BLITZ

The Down Under contingent in this weekend's second round of the 1999 Superbike World Championship at Phillip Island has a lot to live up to, considering every Australian round of the championship bar one (1998) has produced an Australasian winner!

Troy Corser, Aaron Slight and Peter Goddard, not to forget 'half-Aussie' Colin Edwards, will have a lot more than just personal pride at stake when the light turns green on Sunday.

1988: DOOHAN OFFENSIVE

In the inaugural year of the Superbike world title in 1988, Sydney's Oran Park hosted the Australian round, and future world 500 champion Michael Doohan blitzed the opposition.

On his locally-built Marlboro Yamaha Dealer Team FZR750, Doohan streeted the world's best to claim pole position and win both races

comfortably.

1989: AUSSIES AGAIN

In 1989 Doohan had left Australia as a member of the Rothmans Honda 500 GP team and his place in the local Marlboro Yamaha team was filled by Peter Goddard.

Goddard kept the Aussie flag flying in heat one after a masterful tyre choice resulted in a huge victory in the difficult semi-dry conditions.

Goddard's teammate Michael Dowson ensured that it remained an all-Aussie affair by winning heat two on his locally-developed OW01, after earlier qualifying on pole position.

Rob Phillis shared the glory by taking out the overall points win on his Kawasaki ZXR750.

1990: GODDARD GLOWS

In 1990 the Australian round moved to Phillip Island, and Goddard put his factory Marlboro Yamaha OW01 on pole, and then won the opening heat (as well as the overall day's honours). Leg two went to Phillis on his factory ZXR750 after a memorable race-long scrap with Goddard and Malcolm Campbell's Honda.

1991: POLEN'S THE SPOILER

The dominance of the locals ended in 1991 when rampant Texan Doug Polen — chasing his first world title — grabbed pole on his factory Ducati, throwing down the gauntlet to a local contingent headed by Kevin Magee on a factory-supplied Yamaha OW01.

Magee narrowly defeated Polen to claim an exciting opening heat, but Polen reversed the

result in leg two, and became the first overseas rider to win a round of the Superbike World Championship on Australian soil.

1992: MAGEE'S DELIGHT

When soon-to-be dual Superbike world champ Polen returned in 1992 to grab pole again, it looked like the locals would have a hard time maintaining their winning record. But somebody neglected to tell Kevin Magee.

Magee (once again on a factory Yamaha OW01) took the first heat win, as well as overall honours on the day.

Leg two went to 1990 world Superbike champ, Frenchman Raymond Roche (Ducati).

The 'score' was Aussies 8, Invaders 2.

1994: THE GO SHOW!

After an absence from Australia in 1993, the SWC returned to Phillip Island in 1994 — and what a meeting it was!

With the championship in the balance, Briton Carl Fogarty and American Scott Russell were expected to share the wins, but a young Australian rider had other ideas.

Honda-mounted to win the 1994 Australian Superbike Championship, Anthony Gobert was signed by Muzzy Kawasaki just days before the Phillip Island event, returning the faith by grabbing pole on the ZXR750R.

Gobert slowed in race one to let his teammate and defending champion Russell through for second, which was won — along with the 1994 championship — by Carl Fogarty. Unbridled by team orders in race two, Gobert cleared off to win the second race in fine style.

Score: Aussies 9, Invaders 3.

1995: CORSER AND GOBERT

Carl Fogarty ventured to the Island in '95 comfortable in the knowledge that the Superbike World Championship was British-



The best chance of an Aussie victory this weekend rests with Troy Corser.

Bontempi (I), Kaw, 125; 11 Scott Russell (USA), Kaw, 83; 12 Kevin Magee (Aus), Yam, 71; 13 Fred Merkel (USA), Yam, 65; 14 Christer Lindholm (S), Yam, 50; 15 Adrien Morillas (F), Yam, 46.

Race wins: Polen 9, Roche 6, Falappa 4, Phillis 2, Pirovano 2, Fogarty 1, Slight 1, Magee 1.

Manufacturers: 1 Ducati 502pts; 2 Kawasaki 385; 3 Yamaha 335; 4 Honda 80; 5 Suzuki 40.

1993: GREAT SCOTT

1 Scott Russell (USA), Kaw, 378.5pts; 2 Carl Fogarty (GB), Duc, 349.5; 3 Aaron Slight (NZ), Kaw, 316; 4 Fabrizio Pirovano (I), Yam, 290; 5 Giancarlo Falappa (I), Duc, 255; 6 Piergiorgio Bontempi (I), Kaw, 184.5; 7 Stephane Mertens (B), Duc, 172; 8 Terry Rymer (GB), Yam, 116; 9 Christer Lindholm (S), Yam, 102; 10 Mauro Lucchiarri (I), Duc, 94.5; 11 Fred Merkel (USA), Yam, 91.5; 12 Juan Garriga (E), Duc, 71; 13 Brian Morrison (GB), Kaw, 66; 14 Jeffry de Vries (NL), Yam, 64.5; 15 Andreas Meklau (A), Duc, 63.5.

Race wins: Fogarty 11, Falappa 7, Russell 5, Meklau, 1, Slight 1, Pirovano 1.

Manufacturers: 1 Ducati 480pts; 2 Kawasaki 441; 3 Yamaha 343; 4 Honda 60; 5 Suzuki 23.

bound for the second successive year. Hence, all bets were off in the two heats — just the right environment for the two Aussie young guns, Troy Corser (Power Horse Ducati) and Anthony Gobert (Muzzy Kawasaki).

Corser won his third race for the SWC season in the opening heat, while pole-sitter Gobert returned after heat one tyre difficulties to snare the win in the second.

Score: Aussies 11, Invaders 3.

1996: GOBERT — AGAIN!

The main discussion prior to the final round was whether Castrol Honda's Aaron Slight could bridge the 26pt deficit that Aussie Troy Corser (Power Horse Ducati) held in the championship. Corser, with the title at stake, rode for points, while Slight's all-out attempt to keep the championship alive ended in the kitty litter at Siberia.

Meanwhile, Anthony Gobert (Muzzy Kawasaki), free of championship considerations after returning from a collarbone injury, swept all before him in winning both heats in spectacular style.

Score: Aussies 13, Invaders 3.

1997: KOCINSKI CLEANS UP

Phillip Island was the venue for the opening round in '97 and for the first time since hosting a round of the SWC there were no Aussies as leading contenders. It was the day two Kiwis, Aaron Slight (Castrol Honda) and Simon Crafar (Kawasaki Racing Team) and one half 'Aussie' Colin Edwards (Yamaha SBK) were accepted as locals.

Castrol Honda's John Kocinski blitzed the field in diabolical conditions in race one, while Slight started the year as he finished, crashing in the opening race — along with 14 others.

He turned it around in the second race to win a thriller from Edwards and Crafar.

Score: Locals 14, Invaders 4.

Right: would you trust this man with your factory Superbike? Ducati does, and three world titles prove that looks can be deceiving...

1994: FOGGY'S FIRST

1 Carl Fogarty (GB), Duc, 305pts; 2 Scott Russell (USA), Kaw, 280; 3 Aaron Slight (NZ), Hon, 277; 4 Doug Polen (USA), Hon, 158; 5 Simon Crafar (NZ), Hon, 153; 6 Andreas Meklau (A), Duc, 148; 7 James Whitham (GB), Duc, 126; 8 Piergiorgio Bontempi (I), Kaw, 116; 9 Fabrizio Pirovano (I), Duc, 111; 10 Terry Rymer (GB), Kaw, 106; 11 Troy Corser (Aus), Duc, 90; 12 Mauro Lucchiarri (I), Duc, 79; 13 Paolo Casoli (I), Yam, 76; 14 Stephane Mertens (B), Duc, 75; 15 Giancarlo Falappa (I), Duc, 74.

Race wins: Fogarty 10, Russell 9, Falappa 1, Whitham 1, Anthony Gobert (Aus), Kaw 1.

Manufacturers: 1 Ducati 403pts; 2 Kawasaki 346; 3 Honda 313; 4 Yamaha 145; 5 Suzuki 12.

1995: CARL DOUBLES UP

1 Carl Fogarty (GB), Duc, 478pts; 2 Troy Corser (Aus), Duc, 339; 3 Aaron Slight (NZ), Hon, 323; 4 Anthony Gobert (Aus), Kaw, 222; 5 Yasutomo Nagai (J), Yam, 188; 6 Simon Crafar (NZ), Hon, 187; 7 Fabrizio Pirovano (I), Duc,

1998: THE WINNING STREAK ENDS

For the first time in the history of the Superbike World Championship, an Anzac failed to win a race at the Australian round. In the first race Carl Fogarty (Ducati Performance) beat Troy Corser (ADVF Ducati) home by 1.040sec, while in the second Noriyuki Haga (Yamaha SBK) held out Aaron Slight (Castrol Honda) by just 0.071sec. A mere seven hundredths of a second had seen the unbroken 'local' winning streak come to an end...

Score: Locals 14, Invaders 6.

DOWN UNDER HONOUR

For 1999 Australasian hopes at this weekend's second round of the championship rest primarily with three riders — Troy Corser (Ducati Performance), Aaron Slight (Castrol Honda) and Peter Goddard (Aprilia Racing De Cecco), with



'Aussie Col' (Castrol Honda) waiting in the wings should the aforementioned falter.

Many of Australia's top domestic Superbike riders will also contest this weekend's event, and although out of contention for major places — bearing in mind the gulf between the factory bikes and the local machines — they will certainly let the overseas visitors know they've got a race on their hands.

Ones worth watching are the Ducati Dealer Team pair of Craig Connell and Steve Martin on their new 996RS machines and Shawn Giles on the Ansett Air Freight Suzuki GSX-R750.

Is another domestic blitz of the points table on the cards again for 1999? **SBK**

Below: 'half-Aussie' Colin Edwards (#5) and Kiwi Aaron Slight (#111) count as 'locals' this weekend...





Above: Scott Russell gave Kawasaki its first (and only) championship in 1993. Left: the most race wins by a rider who never won the championship belong to Italian 'wild man' Giancarlo Falappa. Along with Rob Phillis (below), he's been one of the real characters of the SWC.

1997: KOCINSKI'S CROWN

1 John Kocinski (USA), Hon, 416; 2 Carl Fogarty (UK), Duc, 358; 3 Aaron Slight (NZ), Hon, 343; 4 Akira Yanagawa (J), Kaw, 247; 5 Simon Crafar (NZ), Kaw, 234; 6 Scott Russell (USA), Yam, 226; 7 Pierfrancesco Chili (I), Duc, 209; 8 Jamie Whitham (GB) Suz, 140; 9 Neil Hodgson (GB), Duc, 137; 10 Piergiorgio Bontempi (I) Kaw, 118; 11 Mike Hale (USA), Suz, 87; 12 Colin Edwards (I) (USA), Yam, 79; 12 Noriyuki Haga (J), Yam, 72; 14 Pere Riba Cabana (E), Hon, 69; 15 Igor Jerman (SLO), Kaw, 50.

Race wins: Kocinski 9; Fogarty 6; Slight 3; Chili 3; Yanagawa 2; Haga 1.

Manufacturers: 1 Honda 486pts; 2 Ducati 440; 3 Kawasaki 359; 4 Yamaha 301; 5 Suzuki 205.

1998: FOGGY'S HAT-TRICK

1 Carl Fogarty (UK), Duc, 351.5; 2 Aaron Slight (NZ), Hon, 347; 3 Troy Corser (Aus), Duc, 328.5; 4 Pierfrancesco Chili (I), Duc, 293.5; 5 Colin Edwards (USA), Hon, 279.5; 6 Noriyuki Haga (J), Yam, 258; 7 Akira Yanagawa (J), Kaw, 210; 8 James Witham (UK), Suz, 173; 9 Peter Goddard (Aus), Suz, 155; 10 Scott Russell (USA), Yam, 130.5; 11 Neil Hodgson (UK), Kaw, 124.5; 12 Gregorio Lavilla (E), Duc, 83.5; 13 Piergiorgio Bontempi (I), Kaw, 58; 14 Alessandro Gramigni (I), Duc, 56; 15 Igor Jerman (SLO), Kaw, 47.

Race wins: Chili 5; Slight 5; Haga 5; Fogarty 3; Edwards 3; Corser 2; Keiichi Kitagawa (J), Suz, 1.

Manufacturers: 1 Ducati 487.5pts; 2 Honda 416.5; 3 Yamaha 307; 4 Suzuki 252; 5 Kawasaki 251.

Right: "Sorry Robbie, no children allowed in the pits (note the sign!)." Rob Phillis's record was two thirds and a fourth overall in the SWC from 1990 to 1992.

SUPERBIKE RACE WINNERS:

There have been 260 Superbike World Championship races from the opening heat in 1988 right up to the final round of the 1998 championship at the Sugo circuit, Japan. Listed below are the winningest riders and machines of those 260 races.

Riders: Fogarty 48, Polen 27, Roche 23, Falappa 16, Kocinski 14, Russell 14, Corser 13, Slight 13, Mertens 11, Chili 11, Pirovano 9, Merkel 8, Gobert 6, Haga 6, Tardozzi 5, Phillis 4, Doohan 3, Edwards 3, Yanagawa 2, Chandler 2, Dowson 2, Goddard 2, Lucchinelli 2, Lucchiari 2, Rymer 2, Magee 2, Whitham 1, Meklau 1, Goodfellow 1, Kipp 1, Morillas 1, Picotte 1, Vieira 1, Takeda 1, Aoki 1, Kitagawa 1.

Manufacturers: Ducati 143, Honda 45, Kawasaki 31, Yamaha 28, Bimota 10, Suzuki 3.

Championship points for the top 15 placegetters in each race in the 1999 SWC will be scored as follows: 25, 20, 16, 13, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1. **SBK**



178; 8 Pierfrancesco Chili (I), Duc, 160; 9 Mauro Lucchiari (I), Duc, 156; 10 John Reynolds (GB), Kaw, 155; 11 Colin Edwards (USA), Yam, 141; 12 Piergiorgio Bontempi (I), Kaw, 138; 13 Andreas Meklau (A), Duc, 72; 14 Jochen Schmid (D), Kaw, 71; 15 Mike Hale (USA), Hon/Duc, 60.

Race wins: Fogarty 12, Corser 3, Gobert 2, Slight 2, Lucchiari 2, Chili 1.

Manufacturers: 1 Ducati 580pts; 2 Honda 365; 3 Kawasaki 345; 4 Yamaha 213; 5 Suzuki 7.

1996: TROY'S THE BOY

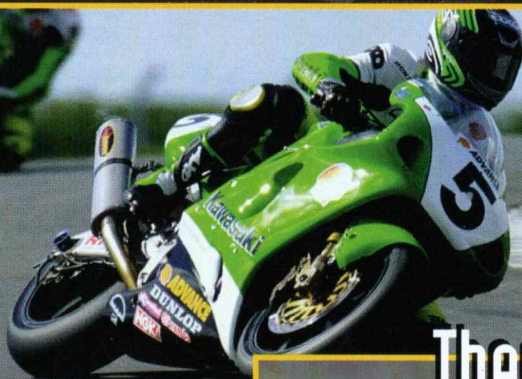
1 Troy Corser (Aus), Duc, 369pts; 2 Aaron Slight (NZ), Hon, 347; 3 John Kocinski (USA), Duc, 337; 4 Carl Fogarty (GB), Hon, 331; 5 Colin Edwards (USA), Yam, 248; 6 Pierfrancesco Chili (I), Duc, 223; 7 Simon Crafar (NZ), Kaw, 180; 8 Anthony Gobert (Aus), Kaw, 167; 9 Wataru Yoshikawa (I), Yam, 163; 10 Neil Hodgson (GB), Duc, 122; 11 Mike Hale (USA), Duc, 114; 12 John Reynolds (GB), Suz, 99; 13 Kirk McCarthy (Aus), Suz, 81; 14 Paulo Casoli (I), Duc, 70; 15 Piergiorgio Bontempi (I), Kaw, 63.

Race wins: Corser 7; Kocinski 5; Fogarty 4; Gobert 3; Chili 2; Slight 1; Yuichi Takeda (J), Hon, 1; Takuma Aoki (J), Hon, 1.

Manufacturers: 1 Ducati 521pts; 2 Honda 430; 3 Yamaha 308; 4 Kawasaki 300; 5 Suzuki 156.



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PREVIEW

WHO'S HOT IN 1999



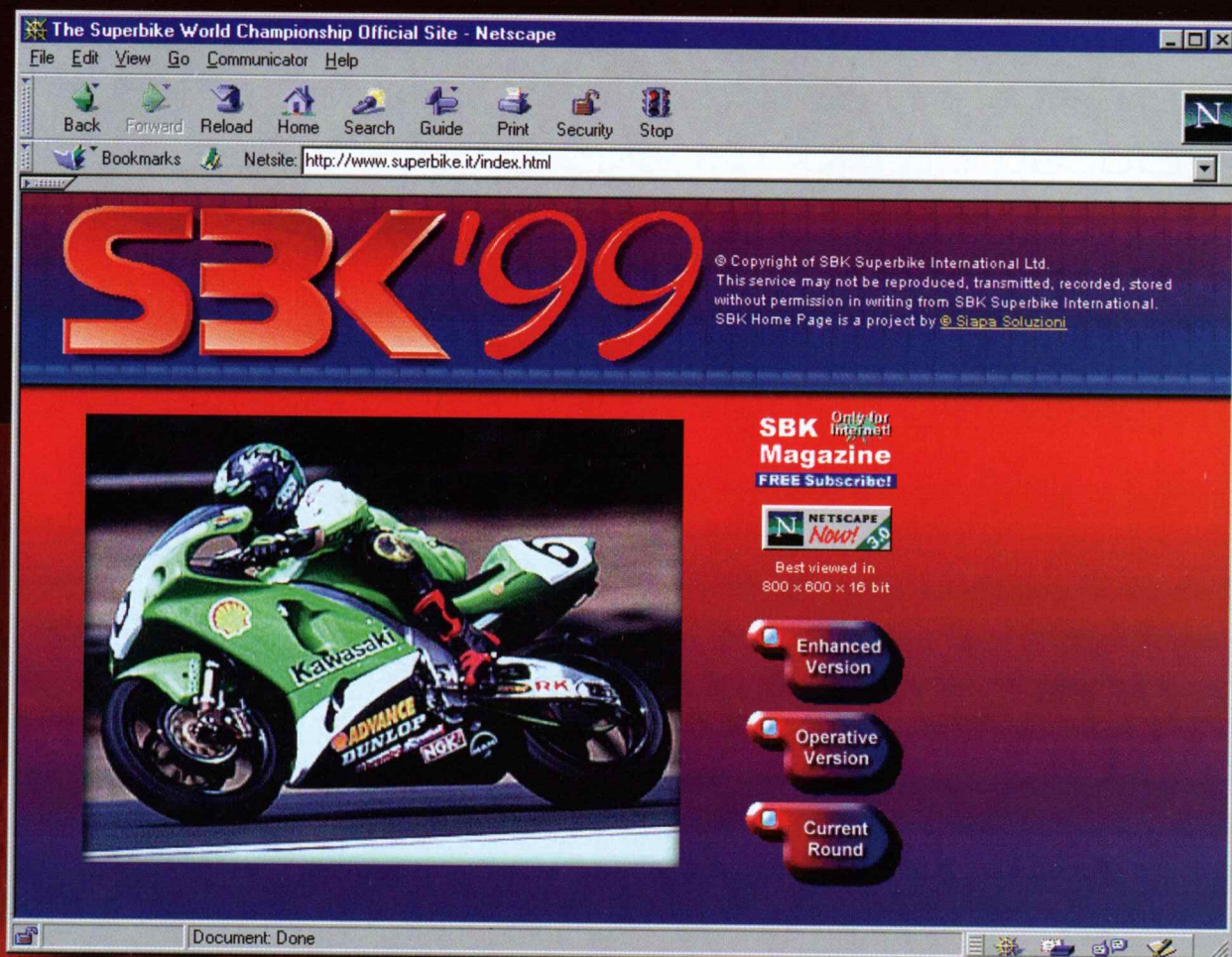
GENTLEMEN ONLY

With six factories contesting the 1999 Superbike World Championship, the battle for supremacy is sure to be hard-fought. Ultimately though, it will most likely be a Ducati or Honda at the head of the points table. Johan Vandekerckhove explains why.



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WORLD CHAMPIONSHIP



It is not a recent evolution. Last year, only one privateer rider succeeded in keeping up with the factory bikes. But now that Spaniard Gregorio Lavilla is aboard a factory Kawasaki in 1999, the top 10 at the end of the season will surely be filled with factory riders only. Increasing professionalism this is called. In only 11 years the Superbike World Superbike Championship has grown to be the private battle ground for six manufacturers.

Six factory teams will have a go at this year's supreme crown in the four-stroke racing division. And even though Kawasaki and Yamaha might grab some wins during the season, it is generally expected that only Honda and Ducati will keep their title chances alive until the very last round.

It is, however, a surprise to see that Ducati has kept its promise to field only one official team — if you disregard the somewhat blurred situation of 'satellite' rider Doriano Romboni.

The fact that the racing budget is now under the control of Ducati's American owner might be one reason for this. Another reason is the excuse Pierfrancesco Chili gave the men at Bologna at the end of last year, throwing his 996 in the last corner's gravel pit at Assen, losing at the same time his last chance to get aboard a factory Ducati in 1999.

The result of all of this is that Carl Fogarty and Troy Corser will be the only 'official' factory riders in the Ducati factory team, run by Davide Tardozzi. Insiders foresee quite some rivalry between the two champions...

TWO HORSE RACE?

During the pre-season, Ducati spent a lot of time making the 996cc V-twin engine even better. Experiments were carried out with two (instead of three) injectors per cylinder and



Above: Yamaha's R7 is all-new for 1999, but at the opening round in South Africa Noriyuki Haga already had it on the pace. Right: new recruit Vittoriano Guareschi (left) is obviously pleased to have Haga as a teammate...

with larger valves. It is expected that these and some other minor changes will be introduced on the racing bikes only after a couple of races, after they have proven their worth during extensive testing.

Romboni is also expected to receive brand new factory engines early in the season. Until then, however, the Italian will have to make do with a last year's factory bike.



At Honda, nothing much has changed. Aaron Slight and Colin Edwards renewed their contracts with HRC, and on the mechanical level everything is pretty much as it was.

Honda's V-four engine is generally considered to be the best Superbike engine ever, with the latest evolution producing even more horsepower (185ps) than Mick Doohan's NSR500! It is this engine that will be used for at least the beginning of the season.

Most of the pre-season chassis development on the Honda RC45 has been carried out on the Showa front forks.

THE OTHER JAPANESE

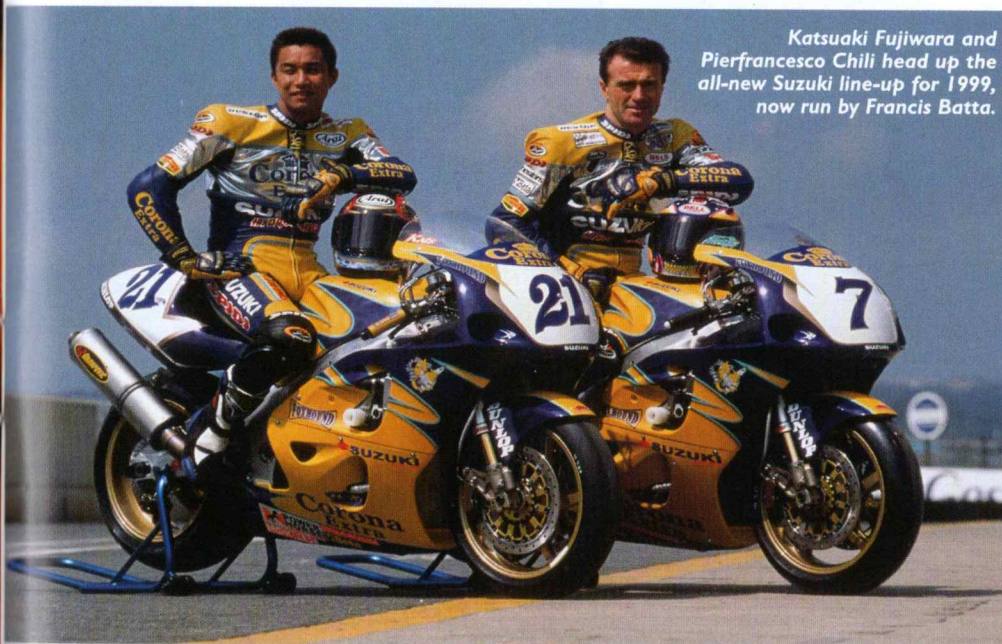
The real potential of the opposition is hard to fathom. Kawasaki can once again count on the services of Akira Yanagawa and newcomer Gregorio Lavilla, who replaces Neil Hodgson in the Harald Eckl-managed factory team.

The ZX-7RRs have received only minor changes in the off-season. The 46mm 'fat' Ohlins front forks have been replaced by less stiff units of 42mm to give better feel, whereas the most striking difference on the engine side is a decrease of torque in the 750cc in-line powerplant.

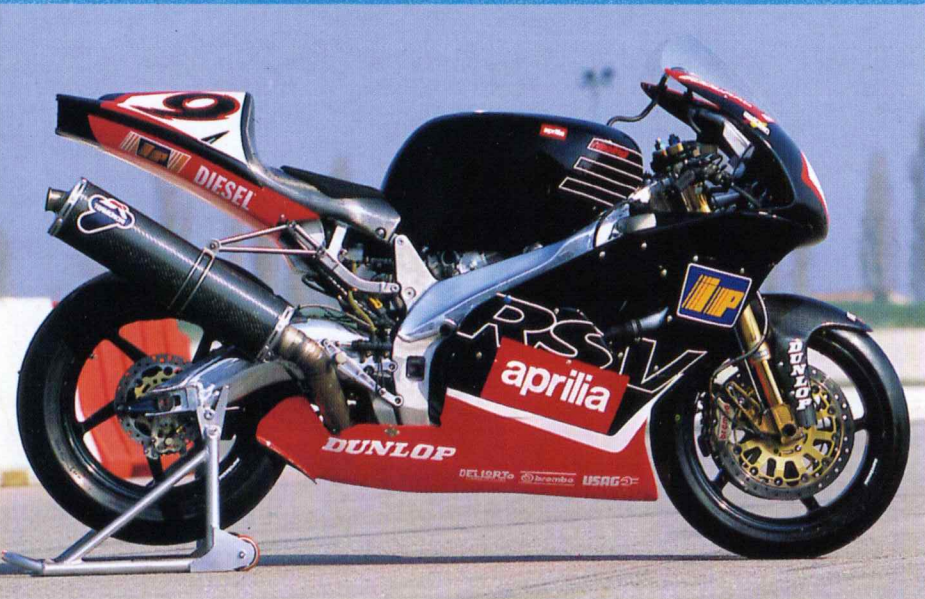
Kawasaki is the only manufacturer still using carburetors, with the opposition all turning to full engine management systems with fuel injection.

The newest bike on the grid is Yamaha's YZF-

SIX FACTORY TEAMS WILL HAVE A GO AT THIS YEAR'S CROWN



Katsuki Fujiwara and Pierfrancesco Chili head up the all-new Suzuki line-up for 1999, now run by Francis Batta.



Left: Aprilia joins the championship chase in 1999 with its RSV1000SP and the experienced Peter Goddard in the saddle.

R7. Pre-season testing did not provide much information as to the bike's potential, with Yamaha opting to do most of its testing in private. However, Noriyuki Haga's results at the opening round at Kyalami three weeks ago quickly showed the R7 is on the pace.

Haga and teammate Vittoriano Guareschi are famous for their 'inspired' riding style, so expect plenty of action from the R7 duo as development of the new Yamaha continues throughout the season.

CHILI-FLAVOURED SUSHI

After a number of lack-lustre seasons with the Harris-run SBK assault, Suzuki has opted to work with Francis Batta's Team Alstare squad for 1999. And the chances of seeing a Suzuki rider on top of the rostrum have never looked so good.

Not only can Suzuki count on the services of former multiple Superbike race winner Pierfrancesco Chili and former grand prix

rider Katsuki Fujiwara, but Batta has proven he can run one of the most professional (and best-funded!) teams in the paddock.

Batta has also persuaded the Japanese factory to give the team plenty of technical freedom — both with the chassis and engine.

Incidentally, Suzuki has stopped the TL1000R V-twin development program (run by Batta in 1998) "for an undetermined period".

A couple of years ago it looked as if the Japanese would throw in their own V-twins in order to counter the Ducati dominance, but with the demise of the TL1000R program it looks like we'll have to wait for Honda's new VTR1000SP in 2000 for a Japanese V-twin to challenge Italy.

NEW CHALLENGER

Speaking of which, there are two Italian V-twins contesting this year's Superbike World Championship.

Aprilia's RSV1000 is arguably the most

beautiful machine on the grid, but as could be expected at this early stage of the bike's development, the engine has proven in need of further work to extract more horsepower.

The Aprilia engineers are, among other things, considering a new fuel system with three injectors per cylinder — a system which is used by Honda and Ducati.

One striking detail of the RSV1000 chassis is the ability to move the engine in the frame, thus putting more or less weight on the front wheel, according to the circuit's characteristics.

This chassis adjustability is not only due to the immense grand prix experience of the Italian factory, but also to the contribution of Australian rider Peter Goddard. For a number of years Goddard ran the Suzuki race team for the Australian distributor, and the bikes often proved to be faster than the factory riders in the Harris team. Witness Aussie Troy Bayliss's efforts at the 1997 Phillip Island round of the championship, or Mark Willis in 1998.

As to the future of the Harris Suzuki team, it seems that its Superbike World Championship career is now over. There is not enough money for a fully-fledged 1999 campaign.

Jamie Whitham, who finished eighth in the 1998 championship, had hoped to secure a position as a reserve rider in the Alstare Suzuki factory team, but that place has now been filled by dual Australian Superbike champion Marty Craggill.

START YOUR ENGINES

Traditionally, a number of former grand prix stars have had a go at the premier four-stroke division, the most recent high-profile rider being John Kocinski, who won the championship for Castrol Honda in 1997.

And there are others in the current line-up. Let's not forget the experienced Frankie Chili,

A NUMBER OF FORMER GP STARS HAVE HAD A GO AT THE PREMIER FOUR-STROKE DIVISION

Doriano Romboni is the latest GP rider to move to Superbikes. The Italian had his first ride on a four-stroke only five weeks ago...



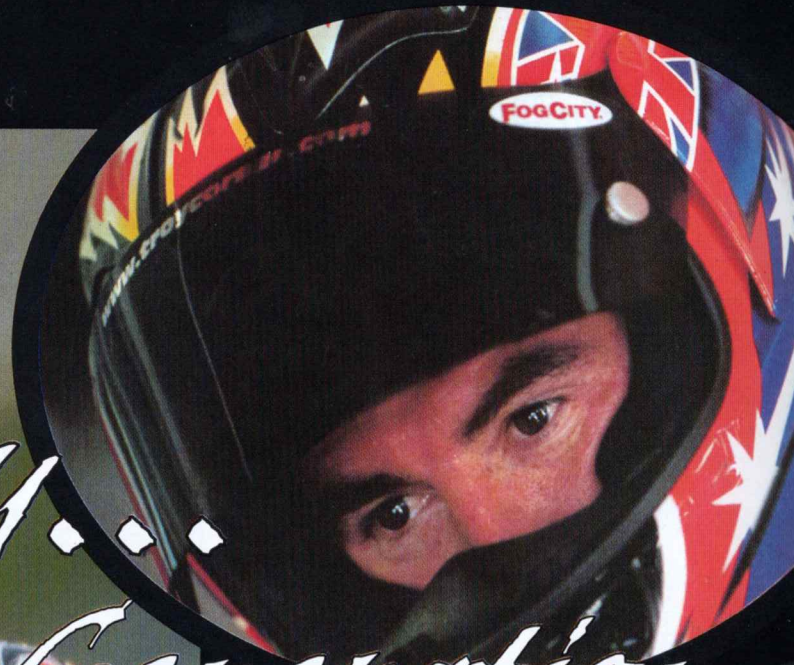
who held the Phillip Island 500cc GP lap record after the inaugural Australian Motorcycle Grand Prix back in 1989. Or Fujiwara, or Haga, or Goddard, or 1992 world 125 grand prix champion Alessandro Gramigni. Others with GP experience include Jean-Pierre Jeandat and Mauro Lucchiari, and the latest recruit, Doriano Romboni.

'Rambo' is another Phillip Island lap record holder (125GP 1989), and had his first taste of a four-stroke only two weeks before the season opener in Kyalami on March 28. Expect him to come on strong on his R&D Racing Team Ducati as the season progresses.

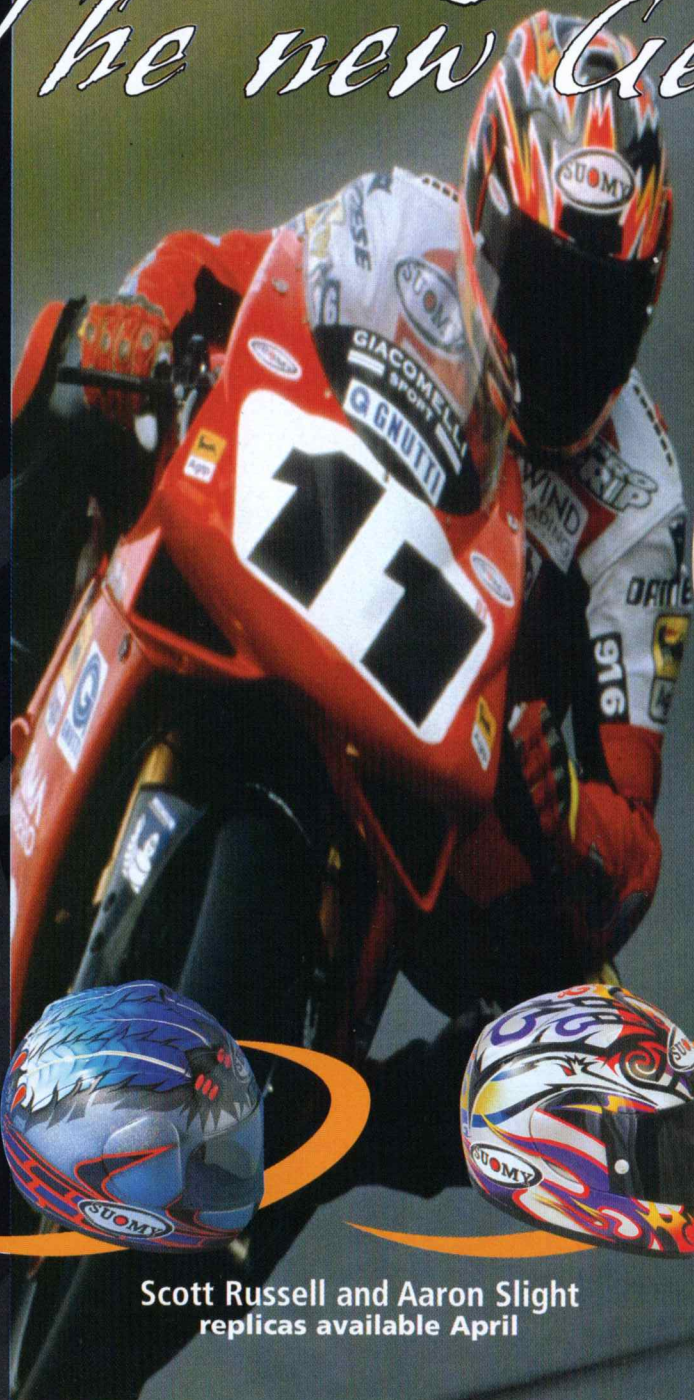
However, it's hard to see any of these upsetting the battle between the factory riders from Ducati and Honda for the 1999 championship. If I was the betting type, then it's hard to go past Fogarty from Slight and Corser.

Gentlemen, start your engines... **SBK**

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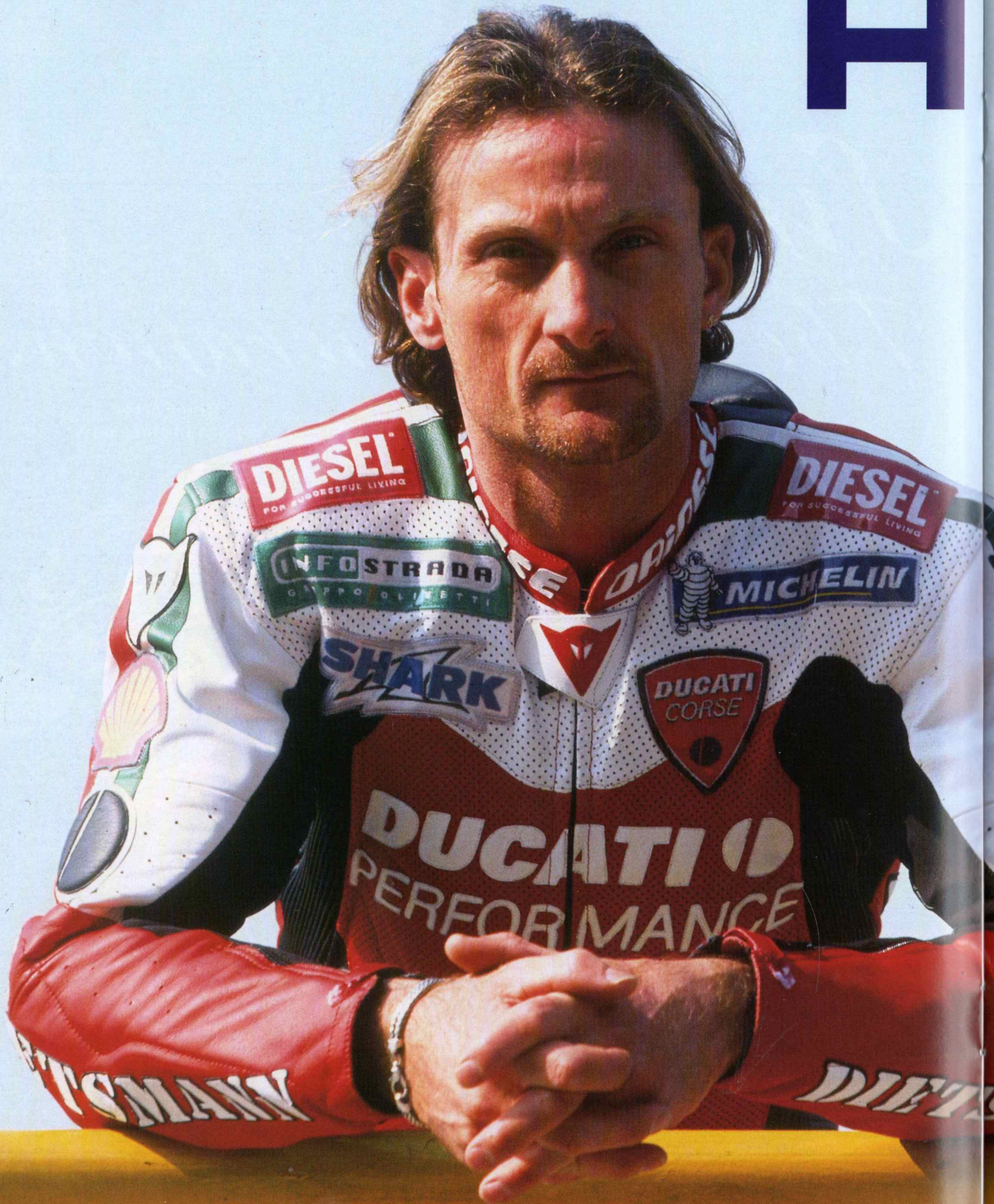
Scott Russell and Aaron Slight
replicas available April



INTERVIEW

WORLD CHAMPION CARL FOGARTY

THE H



FOGARTY REMAINS

Carl Fogarty may have won three titles and more races in the Superbike World Championship than any other rider, but he wants another one — real bad. Gordon Ritchie profiles the man.

The trademark laser sharp stare is the one constant aspect of Carl Fogarty's ever-changing facial expression. Luckily for me, today it tops off a wide grin instead of a sometimes fearsome glower that awaits the unwary questioner. The smile is there for good reason — he's winning.

We may be snatching this interview between sessions at Kyalami, but to Carl, sitting atop the time sheets this early in the season, it's another form of winning. And, as he says with a definite conviction, "I don't enjoy racing if I'm not winning. Maybe that's why I've been as successful as I have. I've wanted to win more than a lot of people have."

And title number three last season is the very reason why the most successful World Superbike racer ever is coming back for a serious stab at number four.

"I decided to come back because I won last year. As long as I'm winning races, and capable of winning world championships, I'll continue racing. As I've said before, if the motivation isn't there to go and win anymore, I'll just quit," he said.

"Now I've won it again it's like 'Come on then, I'm ready'. I've got the #1 plate, so they've got to come and get it off me. The way I've been going here in South Africa proves it. I've always been more of a racer

than a qualifier. So it's nice to be quicker than everyone for a change."

Things are a little different for Carl this year though, as he now has a teammate in 1996 world champion Troy Corser. Last season Fogarty was a one-man show in the Ducati Performance squad, while Corser teamed with Pier-Francesco Chili in the factory ADVF team.

"It doesn't matter whether I'm in a one-man team or a two-man team. Sometimes it helps with development and tyre choice if there are two of you, but I don't care really, you've got to beat them all anyway. Troy'll be hard to beat this year, as will all the other works guys."

There is only one Superbike World Championship record Foggy, as he is known to his multinational legion of fans, doesn't hold — the highest number of career pole positions.

"I actually joint hold it with Doug Polen, but believe it or not, the last time I was on pole was nearly four years ago. Japan in 1995," he said.

"It's not something that I push that hard to try to get to be honest. It's especially difficult for me in Superpole, where I find it so hard to go from cold to a real fast lap in one go, whereas someone like Troy can just get out there and go fast straight away."

Being generous with praise of likely championship opponents wasn't always much of a Fogarty trait. Can the man who once



INTERVIEW

named Vietnamese pot-bellied pigs and cockroaches after his hated rivals really have mellowed?

"I've definitely mellowed a little bit, but when I get out there I want to win as badly as ever," he said. "I think needing to have that confrontation was just the way I was years ago. I wanted to win the title so much I didn't care who I upset and what I said about anybody on the way.

"If I had a go at somebody it meant I had to beat them then or else I looked bad. The only

rider, apart from Mick Doohan and John Kocinski, who raced to win, was Scott Russell. When I saw Russell, I thought 'God, he wants to win as bad as I do.' I never saw that in any other rider, never have done.

"We didn't get on too well, until he took one title then I took the next. We got a bit older I guess."

Fogarty has even seen a change in the attitude of the American racefans, for whom he was number one hate figure for years.

"The Yanks seem to love me now. About a

quarter of them still hate me, and three-quarters love me! Incredible!" he said.

"I think it's because Superbike is such a big thing out there, and I get a lot of fan mail from America, South Africa, everywhere. Count all the fans I have now and it's probably more than Barry Sheene and Kevin Schwantz put together. At the same time there are nearly as many who hate my guts!"

Love him or hate him, Lancashire's favourite son is not about to go away in a hurry.

"If I win the championship this year I can't see me stopping. I need to keep racing anyway because I need the money, what with Michaela spending it like mad on our new house... If I can't go out and do it anymore and think I'm getting beaten because of me, then I'll stop."

No regrets so far then?

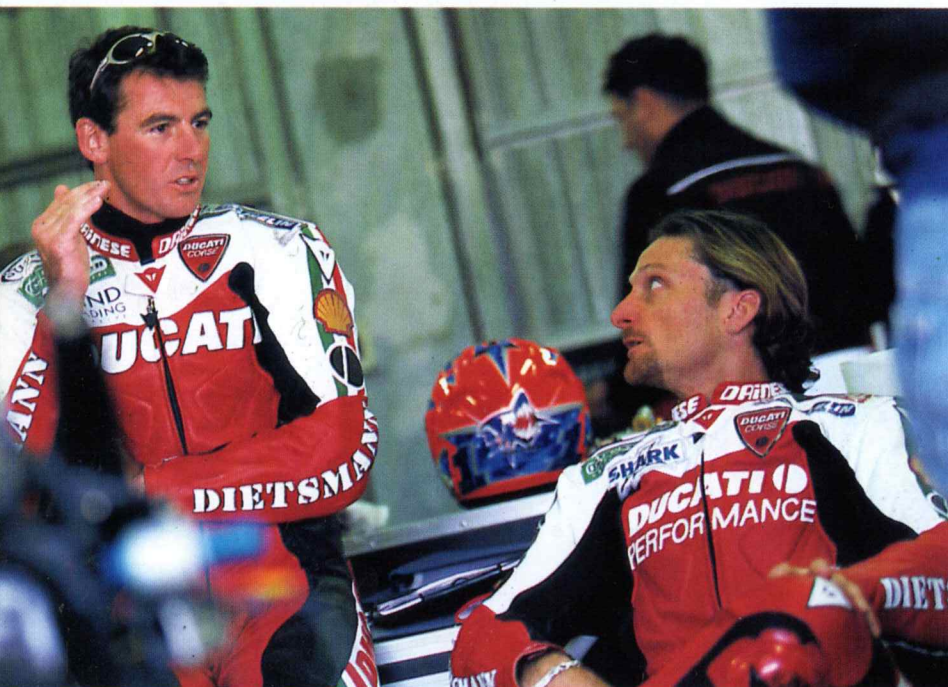
"I possibly do regret not having been given a proper opportunity to go 500 GP racing. I've met Michael Doohan over the winter at presentations and so on and spent a bit of time with him," he said.

"I'd have liked to have raced against him, because I would have been up there with him. There isn't even the slightest bit of hesitation in my mind that I would have been challenging him for GP race wins and titles. Whatever I would have done, I would have done it at the highest level.

"I just happen to have ended up here. I've been a world champion seven times at three different levels, so I can't complain. I have been lucky in some ways."

Lucky? Maybe, but always fast and the most fearsome competitor on the grid. Enjoy the 1999 vintage Fogarty, because as the competition frequently discovers, he's gone before you know it. **SBK**

I WANTED TO WIN THE TITLE SO MUCH...



Left: 1999 will mark the first time that Carl Fogarty and Troy Corser have been teammates: "...I don't care really, you've got to beat them all anyway."



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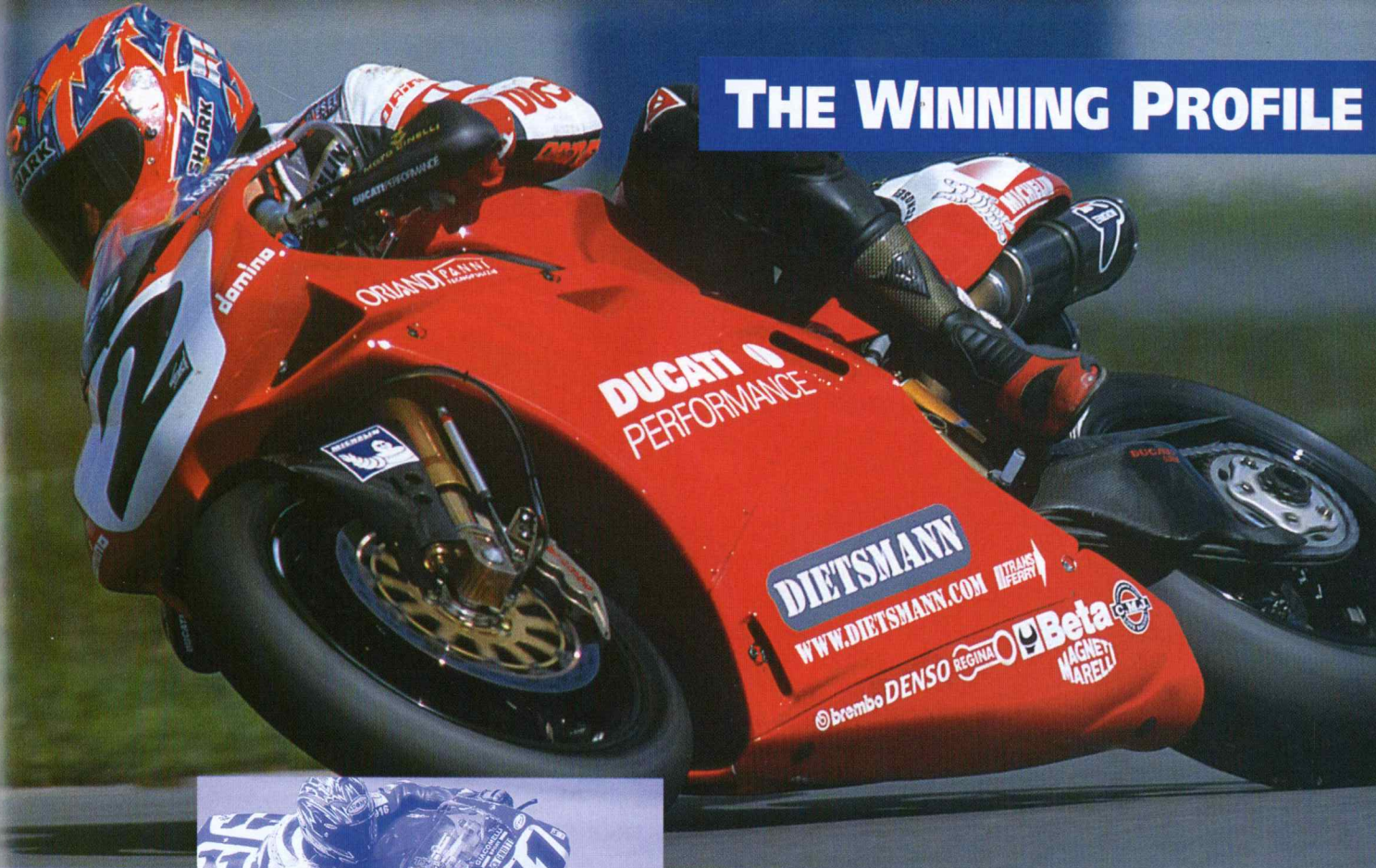
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3. Troy Corser	Ducati Racing	Michelin
4. Pier Francesco Chili	Ducati Racing	Michelin
5. Colin Edwards	Castrol Honda	Michelin

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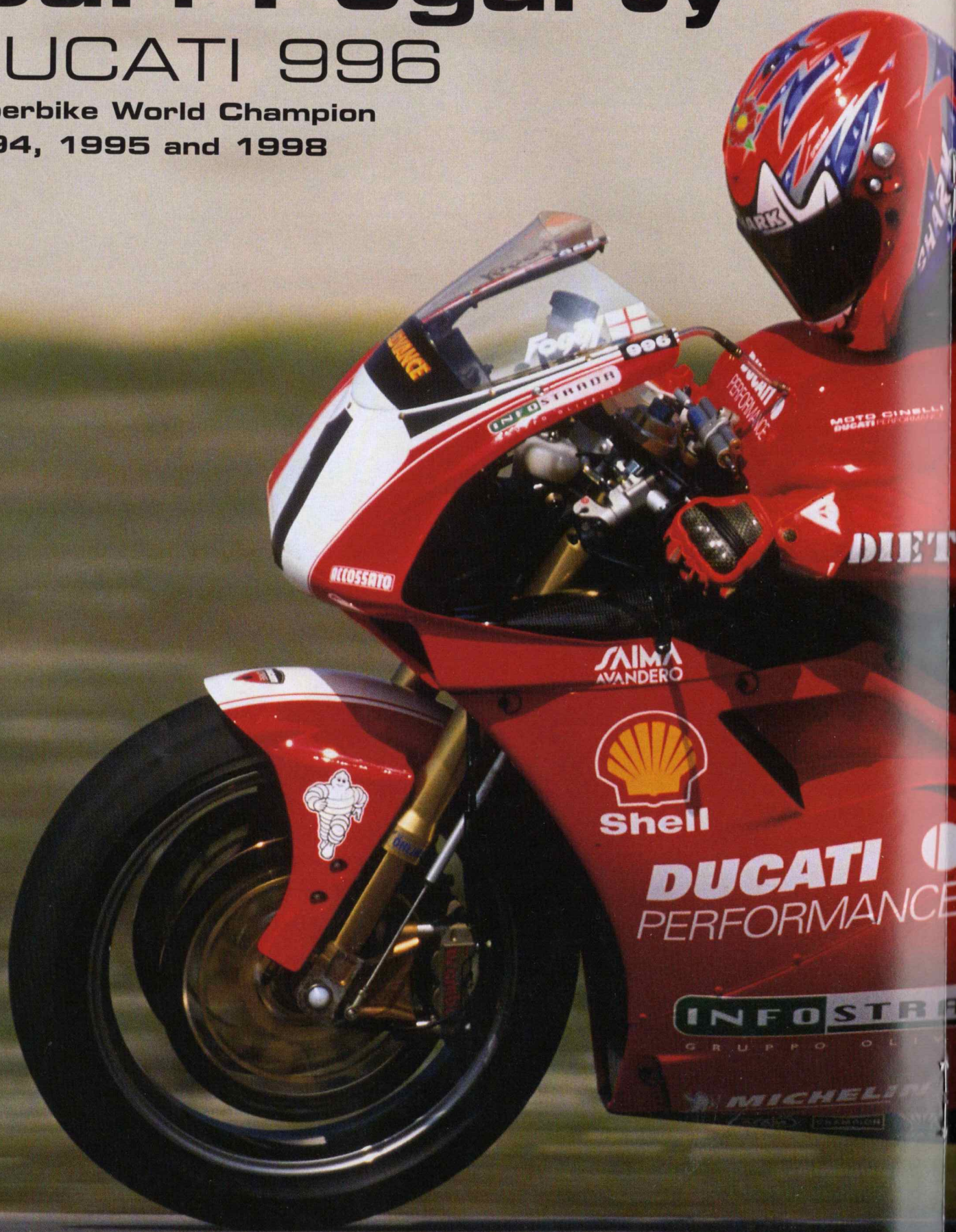
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Carl Fogarty

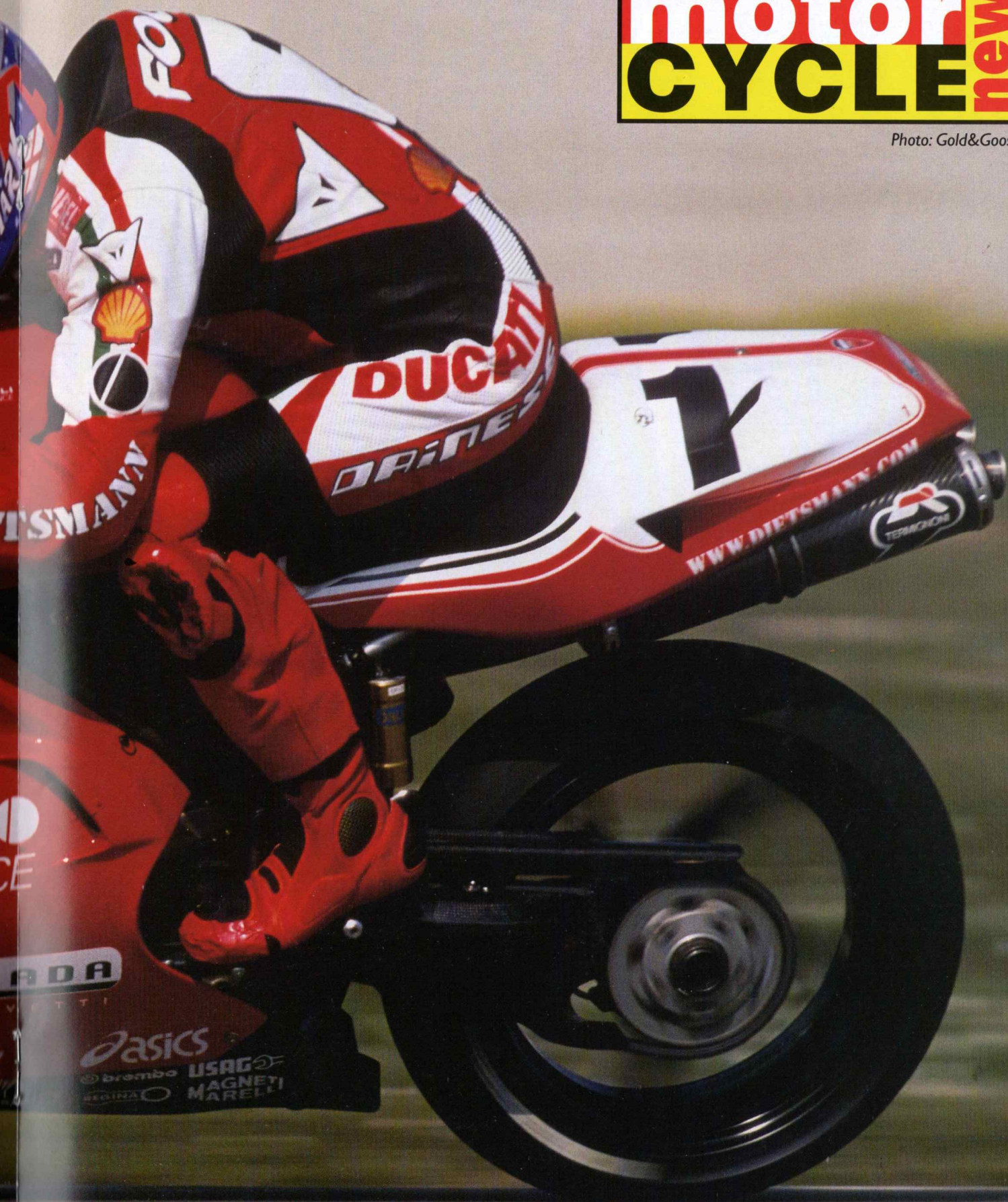
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ENTRY LIST

SUPERMONO

No	Rider	Entrant	Machine	Grade	State
01	Graeme Williams	Graeme Williams MC Engineering	Honda XR600	C	Vic
02	Peter Crigan		Yamaha TZ	C	Vic
1	Peter Larkin		Yamaha XTZ	A	NSW
4	Jason Boyle	PRP Racing	KTM LC4	A	NSW
5	Cameron MacDiarmid		Suzuki	C	Qld
7	Ian Short	Arthurs Seat Racing	Yamaha	A	Vic
8	Brett Whale	Whale's Motorcycle World	Ducati Supermono	A	Qld
11	Stephen Harrison		Kawasaki KR630	C	Vic
12	Barry Allen	Elf Racing	Husqvarna TZ	A	Qld
14	Kate Glover	Whale's Motorcycle World	Husqvarna	C	Qld
15	Andrew Boardman		Yamaha	C	Vic
17	Howard Dingey		Honda NC30	C	Vic
18	Tim Podt		Honda NC30	C	Vic
19	Sandy Di Pietro		Suzuki RG	C	Vic
22	Darren O'Brien	Arthurs Seat Racing	Yamaha ASR	A	Vic
27	Michael Tricklebank	Trick Paint & Plastic	Husqvarna	B	Qld
28	Dean Gungl		Yamaha SZR	C	Vic
29	Craig Ellis		Honda XR600	C	Vic
31	Ian Gabbedy		Honda RS600	C	Vic
34	John Pintarich		Suzuki RGV/DR	C	Vic
36	Chris Macrae	Team Stranglers Racing Inc	Husqvarna 610	B	NSW
38	Joe Borg		Yamaha NSR/XT	C	Vic
42	Mark Carruthers		Yamaha TZ/XT	B	ACT
43	Frank Sliz	Trick Paint & Plastic	Honda XR	C	Qld
46	Matt Olle	Peter Stevens Motorcycles	Suzuki	C	Vic
52	Andrew Ross		Honda	C	Vic
54	Garry Arbrew	Italian Motorcycle Engineering	Honda JMA/MKII	B	Vic
57	Rory Brennan		Yamaha Heintz	C	NSW
59	Mark Robinson		Yamaha TZ/SRX	C	Vic
60	Miles Vicary		Yamaha XT/TZ	C	Vic
62	Bernie Hatton		Yamaha	A	Qld
70	Ken Gregg	Graeme Williams MC Engineering	Honda RS/XL	C	Qld
72	Justin Bourke		Yamaha TZX	C	Vic
73	Rob Sullivan	Trick Paint & Plastic	Yamaha	C	Qld
88	Daryl Harper	Arthurs Seat Racing	Yamaha ASR	A	Vic
97	David Bassett		Husqvarna 610	B	Vic
111	Greg Hayes		Yamaha TJ	C	NSW
112	Geoffry Richardson	DaVanti Racing	Alchemy Rotax	C	SA
193	Don Stafford	Stafford Motorcycles	Over MuZ Skorpion	A	Vic

Race One: 1 _____
 (6 laps) 2 _____
 3 _____
 4 _____
 5 _____

Fastest Lap:

Race Two: 1 _____
 (6 laps) 2 _____
 3 _____
 4 _____
 5 _____

Fastest Lap:

ENTRY LIST

SUPERSPORT

No	Rider	Entrant	Machine	Grade	State
2	Andrew Pitt	Team Kawasaki Australia	Kawasaki ZX-6R	A	NSW
5	Paul Free	Team Ansett Air Freight Suzuki	Suzuki GSX-R600	A	Vic
6	Kevin Curtain	Radar's Team Yamaha	Yamaha YZF-R6	A	NSW
9	Chad Turnbull		Kawasaki ZX-6R	A	Qld
11	Craig McMartin	North Coast V-Twins	Ducati 748SPS	A	NSW
12	Julian Pieretti		Kawasaki ZX-6R	C	Vic
13	Mark Sampson	Mick Hone Motorcycles	Suzuki GSX-R600	B	Vic
14	Adam Brunskill		Honda CBR600	A	Vic
15	Adam Fergusson	Mobil Honda Racing	Honda CBR600	A	Vic
16	Steven Cutting		Honda CBR600	A	NSW
17	Chris Synon	K&W Motorcycles	Honda CBR600	A	Vic
18	Michael Bevan	Team Advantage Honda AFAM/Dunlop	Honda CBR600	A	Vic
19	Anthony Purdue	Mobil Honda Racing	Honda CBR600	A	Vic
20	Danny Kean	Elliot Brothers Bendigo	Honda CBR600	A	Vic
22	Andrew Ord	Ord's Motorcycles	Honda CBR600	B	Vic
26	Daniel Stauffer		Suzuki GSX-R600	A	NSW
27	Matt Cooley	Northvac Racing	Suzuki GSX-R600	B	NSW
28	Travis Baas		Honda CBR600	C	Vic
30	David Carroll	Carroll Brothers Racing	Honda CBR600	C	Vic
31	Branden Oxford	Singleton Motorcycles	Kawasaki ZX-6R	A	NSW
36	Ray Clee		Honda CBR600		NZ
37	Shannon Johnson	Mobil Racing	Honda CBR600	A	Vic
38	Simon Goodchild	Renapur Leather Balsam	Ducati 748SPS	A	NSW
39	Rory Rock	Rock Motorcycles	Honda CBR600	B	NSW
44	Martin Gourlay		Yamaha YZF-R6	B	Qld
49	Andrew Coxhill		Honda CBR600	C	Vic
52	Kim Ashkenazi	Kawasaki Southside	Kawasaki ZX-6R	B	NSW
54	Gary Cartwright	Dyno Developments	Yamaha YZF-R6	A	Qld
58	Theo Roussos		Yamaha YZF-R6	C	Vic
62	Jason Kain		Kawasaki ZX-6R	A	NSW
66	Martin Port	Australian Motorcycle News	Suzuki GSX-R600	A	Vic
69	Jared Love		Suzuki GSX-R600		NZ
72	Shane Clark	Ord's Motorcycles	Honda CBR600	B	Vic
73	Nelson Pollard		Kawasaki ZX-6R	C	Vic
76	Will Kenna		Honda CBR600	C	Vic
79	Simon Rattenbury		Kawasaki ZX-6R	C	Tas
86	Cameron Donald	Bancell Racing	Suzuki GSX-R600	A	Vic
88	Jay Normoyle	Warren & Brown Lightpaths	Suzuki GSX-R600	B	Vic
93	David Butler		Ducati 748 Strada	C	NSW
94	John Costigan	Turramurra Cyclery	Kawasaki ZX-6R	B	NSW
96	Adam Branch		Kawasaki ZX-6R	C	Vic
97	Paul McMenamin	Eaglerock Sports Marketing	Honda CBR600	C	SA
99	Scott Salter	Salter Automotives	Ducati 748SP	C	NSW
110	Kurt Percy	City Yamaha	Yamaha YZF-R6	A	Qld
129	Brett Roberts		Kawasaki ZX-6R	C	Vic
139	Brad Glennan	Macarthur Investigations	Kawasaki ZX-6R	B	NSW

Race One: 1 _____
 (8 laps) 2 _____
 3 _____
 4 _____
 5 _____

Fastest Lap:

Race Two: 1 _____
 (8 laps) 2 _____
 3 _____
 4 _____
 5 _____

Fastest Lap:

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ENTRY LIST

APRILIA 250cc PRODUCTION

No	Rider	Entrant	Machine	Grade	State
4	Jason Bell	Bell Freeman Racing	Aprilia RS	B	Vic
7	Ross Cooper	La Porchetta Williamstown	Aprilia RS	A	Vic
8	Brent George		Suzuki RGV	C	Vic
9	Yaniv Peleg	Liberty/City Fuel	Suzuki RGV	A	Vic
11	Rodney Taplin		Aprilia RS	B	NSW
13	JJ O'Reilly	Team Mobiletronics	Aprilia RS	A	Vic
14	John Linnie		Suzuki RGV	B	Vic
15	Ricky Fleming		Aprilia RS	C	Vic
16	Bill Sayers		Suzuki RGV	A	Vic
17	Liam Magee		Suzuki RGV	C	Vic
19	Mark Tonello		Suzuki RGV	C	Vic
21	John Chiodo	Dunlop	Suzuki RGV	A	Vic
23	Broc Parkes	Scot Walker Motorcycles	Aprilia RS	A	NSW
24	Daniel Zoré	Shadow Racing Team/Mick Hone Motorcycles	Suzuki RGV	C	Vic
25	Danny Carter		Suzuki RGV	A	Vic
26	Paul Lock	ABS Motorcycles	Suzuki RGV	C	Vic
27	Jamie Stauffer	Scot Walker Motorcycles	Aprilia RS	A	NSW
28	Chris Jordan		Suzuki RGV	C	Vic
29	Simon McDowell		Aprilia RS	C	Vic
33	John Santos		Suzuki RGV	C	ACT
35	Dean Cottier	Renapur Leather Balsam/Al Motorcycles	Aprilia RS	B	Vic
38	Scott Charlton	Peter Stevens Motorcycles	Suzuki RGV	A	Vic
39	Chris Jensen		Suzuki RGV	B	Qld
40	Craig Coxhell		Aprilia RS	C	Vic
43	Philip Ryan		Suzuki RGV	A	Vic
44	Leigh Nelson	Linsley Race Eng/Broadway's Bikes	Suzuki RGV	C	NSW
48	Derryn Simmons	Stafford Motorcycles	Suzuki RGV	C	Vic
49	Peter Ribarits	Geoff's Autospares	Suzuki RGV	B	Vic
51	Mark Beveridge	Ace Motorcycle Wreckers	Aprilia RS	A	Vic
53	Declan McConchie		Suzuki RGV	C	Vic
55	Pat Galvin	Teknic Motorcycle Clothing	Suzuki RGV	B	NSW
68	Deon Coote	Peter Stevens Motorcycles	Suzuki RGV	C	Vic
69	Mat Childs	Bachelor Racing	Suzuki RGV	C	SA
70	John Flint		Suzuki RGV	C	Vic
71	Rodney Seaburgh		Suzuki RGV	C	Vic
75	Glen Kelleher		Aprilia RS	B	ACT
77	Scott Osborne		Suzuki RGV	B	NSW
78	Peter Wyld		Suzuki RGV	B	Vic
81	Jason Bubbs		Suzuki RGV	C	Vic
82	Darren Besanko		Suzuki RGV	C	Vic
93	Lachlan Elder	Scot Walker Motorcycles	Aprilia RS	B	NSW
96	Aaron Gobert		Aprilia RS	B	NSW
98	Chris McKay		Suzuki RGV	C	Qld
99	Judd Greedy	Renapur Leather Balsam	Suzuki RGV	A	NSW
116	Dave Kelly	Mal McConnell's Southcoast Suzuki	Suzuki RGV	C	Qld
117	Jordan Coote	Peter Stevens Motorcycles	Suzuki RGV	C	Vic
124	Kevin Higgs	Musgo Racing/Flash Car Care	Suzuki RGV	C	Vic
126	Neil Keane		Suzuki RGV	C	NSW
144	Adrian Schlegel		Suzuki RGV	C	Vic
177	Tom Forster	Mal McConnell's Southcoast Suzuki	Aprilia RS	C	Qld

Race One: 1 _____

(8 laps) 2 _____

3 _____

4 _____

5 _____

Fastest Lap: _____

Race Two: 1 _____

(8 laps) 2 _____

3 _____

4 _____

5 _____

Fastest Lap: _____



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ENTRY LIST

SIDECAR

No	Rider	Passenger	Entrant	Machine	Nationality
1	Steve Webster	David James	Team Steinhausen Racing	LCR Suzuki 1200	Great Britain
2	Klaus Klaffenbock	Adolf Hanni	Team Hanni Racing	LCR HRM Honda	Austria
5	Steve Abbott	Jamie Biggs	Grebensek Racing	Windle Honda	Great Britain
6	Stuart Muldoon	Paul Woodhead	Team Clark GP Honda	LCR ADM Honda	Scotland
7	Shane Soutar	Gary Partridge	Shane Soutar Racing	LCR ADM Honda	Australia
8	Benny Janssen	Frans GV Kessel	Answers Racing Team	LCR BRM Swissauto	Netherlands
9	Brian Gray	Steve Pointer	Grebensek Racing	LCR ADM R4	Great Britain
10	Kurt Liechti	Daniel Locher	Team Liechti-Locher	LCR BRM Swissauto	Switzerland
11	Barry Fleury	Jane Fleury	Team Fleury Racing	LCR TFR 4	New Zealand
12	Jorg Steinhausen	Frank Schmidt	Steinhausen Racing	LCR Suzuki 1200	Germany
14	Paul Steenbergen	Rene Steenbergen	Answers Racing Team	LCR ADM	Netherlands
15	Ian Guy	Andy Peach	TIG/Kitz Racing	LCR BRM Swissauto	Great Britain
16	Eric Bertschi	Ueli Wafler	Sidecar Racing Adetswil	LCR Suzuki 1200	Switzerland
21	Ray Spence	Jon Winders	Canberra Motor Works	Elf LCR Kawasaki	Australia
23	Lindsay Fagan	Geoff Rous		LCR Kawasaki	Australia
24	Murray Stronach	Jeff Rowe		LCR Krauser	Australia
25	Dave McLachlan	Evelyn Schulz		LCR Krauser	Australia
34	Mark O'Brien	Robert Crass	Race Bred	Windle	Australia
35	Mark Pickett	Shane Pickett		LCR Kawasaki	Australia
41	Vince Messina	Alison Scoullar		Alvin Kawasaki	Australia
85	Darren Young	Michael Moloney	Bob Martin Engineering	Kawasaki	Australia

Race One: 1 _____

(7 laps) 2 _____

3 _____

4 _____

5 _____

Fastest Lap:

Race Two: 1 _____

(7 laps) 2 _____

3 _____

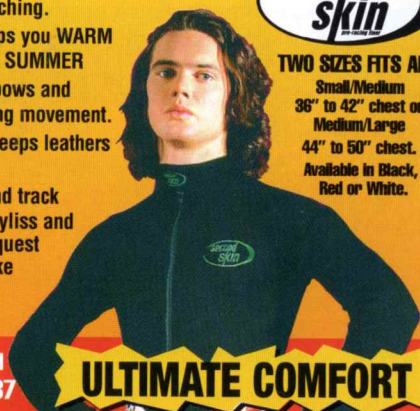
4 _____

5 _____

Fastest Lap:

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ENTRY LIST

SUPERBIKE **SBK**

No	Rider	Entrant	Machine	Nationality
1	Carl Fogarty	Ducati Performance	Ducati 996	Great Britain
4	Akira Yanagawa	Kawasaki Racing Team	Kawasaki ZX-7RR	Japan
5	Colin Edwards	Castrol Honda	Honda RC45	USA
6	Gregorio Lavilla	Kawasaki Racing Team	Kawasaki ZX-7RR	Spain
7	Pierfrancesco Chili	Suzuki Alstare Factory Squad	Suzuki GSX-R750	Italy
9	Peter Goddard	Aprilia Racing De Cecco	Aprilia RSV1000	Australia
11	Troy Corser	Ducati Performance	Ducati 996	Australia
15	Igor Jerman	Team Kawasaki Bertocchi	Kawasaki ZX-7RR	Slovenia
16	Andy Meklau	Remus Racing Austria	Ducati 996	Austria
18	Carlos Macias Perdomo	Capill France Racing	Ducati 996	Columbia
19	Lucio Pedercini	Team Pedercini	Ducati 996	Italy
20	Doriano Romboni	R&D Racing Team	Ducati 996	Italy
21	Katsuaki Fujiwara	Suzuki Alstare Factory Squad	Suzuki GSX-R750	Japan
22	Vittoriano Guareschi	Yamaha WSBK Team	Yamaha YZF-R7	Italy
23	Jiri Mrkyvka	JM SBK Team	Ducati 996	Czech Republic
26	Jean Pierre Jeandat	White Endurance	Honda RC45	France
33	Robert Ulm	Team Kawasaki Bertocchi	Kawasaki ZX-7RR	Austria
39	Alessandro Gramigni	Team Valli Moto	Yamaha YZF-R7	Italy
40	Giuliano Sartoni	Team Ducati NCR	Ducati 996	Italy
41	Noriyuki Haga	Yamaha WSBK Team	Yamaha YZF-R7	Japan
55	Mauro Lucchiari	Gattolone Racing Team	Yamaha YZF-R7	Italy
111	Aaron Slight	Castrol Honda	Honda RC45	New Zealand
62	Craig Connell	Ducati Dealer Team	Ducati 996	Australia
63	Alistair Maxwell	Maxwell Motorcycles	Kawasaki ZX-7RR	Australia
65	Peter Archer		Honda VTR1000	Australia
70	Kevin Curtain		TBA	Australia
76	Scott Webster		Honda RC45	Australia
79	Shawn Giles	Team Ansett Air Freight Suzuki	Suzuki GSX-R750	Australia
89	John Orchard		Kawasaki ZX-7RR	Australia
96	Greg Smith	SRT	Kawasaki ZX-7RR	Australia
99	Steve Martin	Ducati Dealer Team	Ducati 996	Australia

Race One: 1 _____

(22 laps) 2 _____

3 _____

4 _____

5 _____

Fastest Lap:

Race Two: 1 _____

(22 laps) 2 _____

3 _____

4 _____

5 _____

Fastest Lap:

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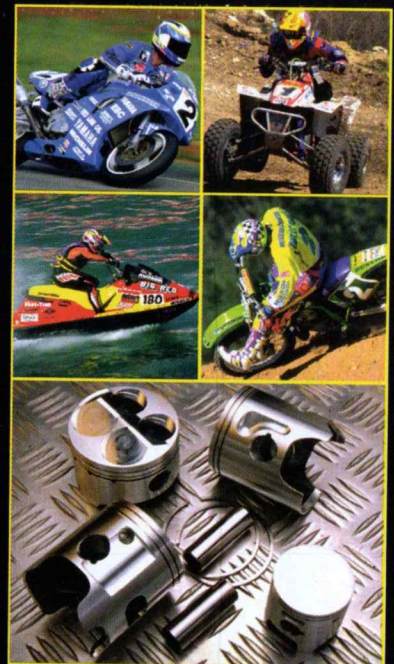
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TOP GUNS



CARL FOGARTY

Number: 1
Age: 32
Country: Great Britain
Team: Ducati Performance
Bike: Ducati 996
Tyres: Michelin



Nobody expected Carl Fogarty to win the Superbike title last year — especially as he started the final race of the season from third place in the pole position. The lone Ducati Performance rider won against all odds, and proved again that he is the best Superbike rider of all time. 1999 is expected to be his last season, but you can bet that Foggy will leave the sport with a bang. He knows the bike, the team and the team manager, and this time he will have a former teammate to compare his performances with. He is a warm favourite for this year's world title.



AKIRA YANAGAWA

Number: 4
Age: 27
Country: Japan
Team: Kawasaki Racing Team
Bike: Kawasaki ZX-7RR
Tyres: Dunlop



Yanagawa's impressive second SWC season was abruptly interrupted at Laguna Seca, when he was torpedooed on his Kawasaki by fellow Kawasaki rider Doug Chandler. Chandler did not stop the ever-smiling Japanese getting back in the saddle, only a couple of weeks later, notching up two fourth places at the AI-ring and ending the season in fifth of his home crowd at Suzuka. A year on, expect to see Yanagawa at least as well this year, and improve on his seventh overall in last year's championship. Only the #4 plate for 1998 is a straight swap with Frankie Chili so the Italian can run his favourite #7 plate.



COLIN EDWARDS

Number: 5
Age: 25
Country: United States
Team: Castrol Honda
Bike: Honda RC45
Tyres: Michelin



Colin Edwards had his first day of glory at Monza in 1998, when he blasted his Honda to a double victory — his first-ever SWC race win(s). He'd learned the SWC ropes aboard the factory Yamaha YZF750 for a couple of years previously. The Texan (with the Australian father!) won another race at Brands Hatch, but also had some disappointing results, ending up fifth in the championship — some distance behind the four riders who battled for the 1998 title. Edwards will probably win more races in 1999, but might lack the consistency to mix it with the top riders for the whole season.



GREGORIO LAVILLA

Number: 6
Age: 25
Country: Spain
Team: Kawasaki Racing Team
Bike: Kawasaki ZX-7RR
Tyres: Dunlop



With Noriyuki Haga the runner-up last season, Spanish privateer Gregorio Lavilla took his De Cecco Ducati 996 to an excellent 12th position in the final standings, just missing the rostrum on two occasions. Lavilla will have his hopes for 1999 thanks to the Harald Eckl-run Kawasaki factory team. The Spaniard is not only a friendly, likeable person and a spectacular racer, but also a promotional asset to the Superbike World Championship because of the huge potential of the Spanish market. Troubled in pre-season testing by knee problems, he was back on the pace at Kyalami with sixth and eighth placings.

TOP GUNS

PIERFRANCESCO CHILI

Number: 7
Age: 34
Country: Italy
Team: Team Suzuki Alstare
Bike: Suzuki GSX-R750
Tyres: Dunlop



One does not have to feel sorry for 'Frankie', one of the true gentlemen in the World Superbike paddock. In with a chance to take his first world title in 1998, he threw away his factory Ducati — and his last chance to prolong his contract — at the infamous Assen 500 corner. A subsequent fiery discussion at the post-race press conference with Carl Fogarty sealed his fate at Bologna. For 1999 he has moved to the Belgium-based Team Suzuki Alstare, although it's unlikely he'll be able to prolong his streak of victories from 1998 (five wins in 1998, he equaled Noriyuki Haga and Aaron Slight as the winningest riders of the year). Disregard the #7 plate — Chili finished the 1998 championship in fourth place overall.

PETER GODDARD

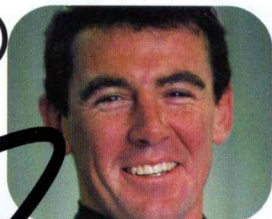
Number: 9
Age: 34
Country: Australia
Team: Aprilia Racing De Cevenon
Bike: Aprilia RSV1000SP
Tyres: Dunlop



Aprilia had a stroke of genius when it engaged the experienced Australian for its debut season. Goddard has proved in the past to be an excellent development rider, and those skills will be needed in 1999 as the newest factory team in the SWC develops the 60-degree V-twin. There are bound to be teething problems as the RSV1000SP gets up to speed, but Goddard has proved in the past that his methodical and patient approach reaps dividends. Early testing has shown the RSV1000SP lacks speed at present, but with Aprilia's proud record in grand prix racing you can bet that the engineers are working on a solution. An end-of-season finish in the top eight of the championship is a realistic goal.

TROY CORSER

Number: 11
Age: 27
Country: Australia
Team: Ducati Performance
Bike: Ducati 900
Tyres: Michelin



One of the unlucky riders of last year, the always calm Troy Corser lost his chance for a second world crown on the very last day of last year's championship. Clearly the most consistent rider, the Australian looked set for glory, but fate decided otherwise when a missed gearchange and a relatively minor accident resulted in major injuries. The 1996 world champion gets another chance in 1999, and rejoins his team manager from 1996 Davide Tardozzi. But now Corser will have to deal with a teammate of the calibre of Carl Fogarty. Team rivalry could escalate as the season progresses, but it would be surprising if even that could disturb the Australian's cool...

DORIANO ROMBONI

Number: 20
Age: 30
Country: Italy
Team: R&D Racing Team
Bike: Ducati 996
Tyres: Michelin



'Rambo' lines up for his first season of four-stroke racing after 10 years of grand prix experience. A winner in both 125cc and 250cc categories, Romboni raced for the MuZ factory last year on the SwissAuto-engined V-four, but injury ruled him out for most of the season. Prior to that he spent two years as the development rider for Aprilia's 500 V-twin, frequently qualifying the bike on the front row of the grid. He was the first non-factory rider home in both races at the opening round at Kyalami (9th both times), no mean feat given that his first taste of a four-stroke was just two weeks beforehand. Expect some strong performances on the tracks he knows well when the championship heads to Europe.

TOP GUNS

VITTORIANO GUARESCHI

Number: 27
Age: 27
Country: Italy
Team: Yamaha WSBK Team
Bike: Yamaha YZF-R7
Tyres: Michelin



Moving up to the World Superbike category one year before planned, Vittoriano Guareschi will have his work cut out in 1999, with a completely new bike and one of the best and most aggressive teammates in the paddock. The spectacular and likeable Italian was one of the front-runners in the Supersport World Series in the last couple of seasons on his Belgarda YZF 600 Thundercat, and now fills the vacant spot left by Scott Russell in the Yamaha Superbike team. Disappointing 12th and 13th placings at South Africa's opening round reflect the steep learning curve Guareschi is on with the new fuel-injected R7.

KATSUAKI FUJIWARA

Number: 21
Age: 24
Country: Japan
Team: Team Suzuki Alstare
Bike: Suzuki GSX-R750
Tyres: Dunlop



Katsuki requested a team change to Alstare enrol Fujiwara in the factory Superbike squad for 1999 alongside Frankie Poni, but maybe it won't be such a difficult demand to comply with. The Japanese is an unknown factor in the factory teams, as his grand prix career was cut short after a crash (very) early last season about the 1000cc. However, eighth and fifth in the 1997 SWC round at Sugo prove his credentials, and he finished third overall (twice) in the All-Japan Superbike Championship. Fujiwara also finished third in the 1995 Suzuka rounds. A 20-year-old, although he'll have to battle unfamiliarity with the circuit, he's a race winner in 1995.

NORIYUKI HAGA

Number: 22
Age: 24
Country: Japan
Team: Yamaha WSBK Team
Bike: Yamaha YZF-R7
Tyres: Michelin



After having scored three victories in the first four races of the 1998 season, spectacular newcomer Noriyuki Haga had grand prix team managers queuing up in front of his camper in the first half of the season. As the season wore on, the results got less consistent, with a number of lows and a couple more victories. World Superbike spectators will be happy to see the Japanese again in the series, giving the long-awaited YZF-R7 its debut. No one rides a Superbike more spectacularly than Haga, and his results at Kyalami show that the R7 is already on the pace of the front-runners. A winner of race two at Phillip Island last year, he obviously knows his way around the Australian circuit...

AARON SLIGHT

Number: 111
Age: 33
Country: New Zealand
Team: Castrol Honda
Bike: Honda RC45
Tyres: Michelin



Again Aaron Slight just missed the world title in 1998. One of the strongest title contenders until the end of the season, the Kiwi lost valuable points at the final round at Sugo, just like 12 months previously. This year might be the year for Aaron — finally. The RC45 is generally considered to be the best Superbike out there and nobody knows it better than the New Zealander. Slight's also got an enviable record in the Superbike World Championship, never finishing outside the top three in the past six seasons. Unfortunately for Slight though, the #1 plate has eluded him on each occasion.

AUSSIE TOP GUNS

CRAIG CONNELL

Number: 62
Age: 30
Country: Australia (Qld)
Team: Ducati Dealer Team
Bike: Ducati 996RS
Tyres: Michelin



Craig Connell started racing in 1983 on a Yamaha YZ80, and hasn't stopped winning races ever since. His career highlights include: Australian 250 GP champion 1994 and 1995; Australian 500 Dirt Track Champion 1990; 11th place in 1995 Australian 250 Motorcycle Grand Prix (Eastern Creek) on privateer Honda; Eastern Creek Superbike lap record holder; runner-up 1998 Australian Superbike Championship; currently leading 1999 Australian Superbike Championship. Mounted on a brand new 996RS this weekend, Connell will be on the most competitive non-factory bike in the field, and will be out to impress.

STEVE MARTIN

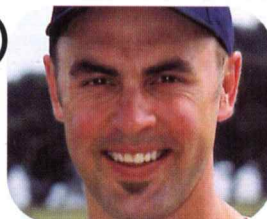
Number: 99
Age: 29
Country: Australia (SA)
Team: Ducati Dealer Team
Bike: Ducati 996RS
Tyres: Michelin



Steve Martin started racing on the bitumen in 1986 on a Yamaha RZ250 Production bike, although his first competitive outing was in 1981 on a Yamaha TY175 trials bike. Martin's career highlights include: 1989 Australian 1000cc Production Champion; racing in the Suzuka 8-hour; winner of the 1990 Australian Superbike Championship round at Wanneroo (WA) as a privateer; fifth place overall in the 1996 Australian Superbike Championship as a privateer; signing with Ducati Dealer Team in May 1997; third place in the 1998 Australian Superbike Championship; current national Superbike lap record holder at Phillip Island. Aboard a 996RS this weekend, Martin is a realistic top 10 proposition against the world's best.

SHAWN GILES

Number: 79
Age: 28
Country: Australia (NSW)
Team: Team Ansett Air Freight Suzuki
Bike: Suzuki GSX-R750
Tyres: Dunlop



Shawn Giles started racing in 1989 on a Honda CR500 motocross 'roadracer'. His career highlights include: first overall 1995 Shell Superbike Series (Ducati 916); second 1992 Suzuka 200; winner 1992 and 1994 Bathurst TT; seventh and eighth at 1994 Phillip Island World Superbike round on 'old' 888 Ducati; first 'local' at 1995 Phillip Island SWC (ninth and 10th placings); winner of the 1997 Australian Supersport Championship (CBR600); third in the 1997 Australian Superbike Championship (RC45); fifth in the 1998 Australian Superbike Championship (RC45).

ALISTAIR MAXWELL

Number: 63
Age: 33
Country: Australia (NSW)
Team: Maxwell Motorcycles
Bike: Kawasaki ZX-7RR
Tyres: Dunlop



Alistair Maxwell, a farmer from Finley (NSW), has been Australia's leading Superbike privateer for the past few seasons. He started racing in 1985 on a Kawasaki KX500 motocrosser, having his first road race in July 1994 on a Kawasaki ZXR750 Superbike. Maxwell's career highlights include: eighth overall and top privateer in the 1995 Australian Superbike Championship; top privateer in 1996; winner of the Harvie Wiltshire Trophy in 1997 and 1998; first overall at round one of the 1999 Australian Superbike Championship; currently lying second in the 1999 Australian Superbike Championship.

ROUND ONE

KYALAMI, SOUTH AFRICA

FOGGY DRAWS FIRST BLOOD

In the World Supers opener, King Carl swept all before him to score a double and reach the 50 race wins milestone. It was the perfect way to commence his Superbike World Championship title defence in 1999. Gordon Ritchie reports.

Carl Fogarty's reputation as the master of world Superbike racing was underlined in emphatic fashion from the green light to the flag in both races in the series opener in Kyalami, South Africa, held on Sunday, March 28. The defending Superbike champion's two victories on the Ducati Performance V-twin 996 Corsa at the opening round of the 1999 championship included his 50th world Superbike success.

His celebrations were somewhat subdued, however, after the announcement that local Supersport wildcard rider, Brett MacLeod (Suzuki), had been fatally injured in the earlier Supersport event.

Come race day no one came close to Fogarty in either of the two races, and the dejection of those defeats was written all over the face of his teammate, Troy Corser. Even after being easily the most comfortable qualifier in the one-lap-dash Superpole (equalling Fogarty and Doug Polen's record in the process), Corser and the rest of the field were in a different race when the flag dropped.

Both Ducati Performance riders and the Castrol Honda RC45 pairing of Aaron Slight and Colin Edwards had been virtually unstoppable in pre-season testing, and the format continued at round one of the 13-round title.

Only Alstare Suzuki's Pier-Francesco Chili penetrated the Ducati/Honda defences in practice — the Italian clearly coming to terms with the differences between the Ducati V-twin he rode last season and the in-line four-cylinder of the Suzuki. And only Yamaha's VSBK rider Noriyuki Haga could repeat this feat in a race, with a hard-fought fourth in the first race. It was so hard-fought that Haga crashed the all-new Yamaha R7 while attacking Slight in typically abandoned style in race two.

QUALIFYING

Even after the first practice, the Ducatis and Hondas were consistently in the top five places,



Right: Carl Fogarty — two wins from two starts in South Africa to commence his 1999 title defence.

ROUND ONE

with Haga and Chili joining in on the odd occasion.

The few, but significant, changes over the 1998 Ducatis include narrower 42mm Ohlins forks which have been chosen in a back-to-the-future move after exhaustive back-to-back tests with last year's much thicker units. Other main alterations are to the rear suspension and the full-time adoption of Brembo's radial brake calipers.

The all-new fuel-injected in-line four-cylinder Yamaha R7 made its international competition debut in what was, by and large, a successful outing. Haga placed sixth in qualifying and improved that to a front-row position with a typically aggressive lap in Superpole.

Former Aussie Superbike champ Peter Goddard was also well on the pace putting another SWC debutant, the 60-degree V-twin Aprilia RSV1000SP, on the third row with a ninth place in Superpole, after a top-10 finish in timed practice.

Honda, one not to be left behind in R&D, finally got the opportunity to put the RC45's new Showa front fork system through its paces in

Superbike World Championship with Fogarty and two-times champion Doug Polen on 17.

He divulged his secret for Superpole success at the Saturday press conference.

"You make a lot of risks for yourself in Superpole," he said. "One small mistake and you might crash and end up on the fourth row. I don't go 100 percent during Superpole. I actually try harder during regular qualifying than I do in Superpole — but the time comes easier."

Superpole itself saw the unusual sight of virtually every rider improving on their best regular qualifying times, most notably Dorian Romboni who threw his R&D Racing Team's Ducati 996 around Kyalami 1.1sec faster in Superpole than he managed in his crash-affected practice sessions to end up seventh fastest.

Third on the grid was Slight, with Haga's R7 rounding out the front row — not a bad start for the new machine. The first of the non fuel-injected bikes competing in the SWC, the Kawasaki ZX-7RR of Akira Yanagawa, led the second row ahead of Edwards, Romboni and privateer Robert Ulm (Kawasaki Bertocchi/Gerin ZX-

7RR).

Of the 16 Superpole participants, only six failed to improve on their best regular qualifying time.

RACE ONE

Fogarty's holeshot put him ahead of Corser, Haga, Edwards and Slight into the ultra-fast sweeper of Turn One. Romboni showed strongly in the early stages before quickly dropping back to his eventual ninth-place finish on lap three, failing to blot out the pain of his injured hand.

Aprilia's introduction to the world Superbike battle was short-lived, with Goddard crashing at the entrance to the chicane on lap three, while lying 10th.

The quirky nature of Kyalami makes for very difficult passing manoeuvres, and other than a few early skirmishes, the race itself was a procession.

Slight was a notable early improver, moving from the fifth place to third in the space of two laps, first overhauling his struggling teammate Edwards, who'd injured himself during testing, and then R7 of Haga.

The leading pack of four — Fogarty, Corser, Slight and Haga — had gapped their pursuers by four seconds this stage.

By lap five, of 25, Fogarty had pulled a small amount on the pursuing Corser, who had, by that time, disposed of Haga.

The front four were spread out in uncharacteristic fashion by lap 11, with Foggy three seconds up on Corser, who was in turn a second up on Slight, himself two seconds up on the fading Haga.

Tyres became an issue soon after with temperatures in the low 30s.

With Corser toiling on his 16-inch rear, Slight closed on the #11 Ducati, but couldn't make any of his moves stick.

Sadly for those expecting the usual paint-work molestation and elbow barging, the most enthralling spectacle from first to ninth places from then on was watching Fogarty control the gap ahead of Corser as he conserved his tyres to finish five seconds ahead for victory number 49.

There was a degree of greater tension at the back of the field, with Ducati riders Lucio Pedercini and Carlos Macias crashing on lap 16.

Chili, who had taken his injected Suzuki Alstare



Above: Troy Corser — equal second in the points after Kyalami, but 14pts adrift of his teammate. Right: Fogarty (#1), Corser (#11) and Haga (#41) lead the pack in the opening race of the 1999 championship.

race conditions.

The new system features two front fork remote reservoirs which are fitted to the works RC45's chassis rails. Apparently they work not only as volume-increasing reservoirs, but contain spring-loaded pistons which move back as internal fork pressure increases.

The main benefit is that as the forks compress under braking their ability to deal with bumps is maintained, allowing much more fine tuning of the effect air can have on the front forks.

Corser once again controlled Superpole, squeezing out teammate Fogarty with a brilliantly controlled ride on the final lap of the day. He now shares the record for pole positions in the



ROUND ONE



Above: Haga (#41) is the meat in a Castrol Honda sandwich... Right: ...before disaster struck and he crashed out of second place.

GSX-R to third on the grid before Superpole, and 14th after with a near crash, cost himself any chance of a podium finish, and the best he could do was to finish seventh. The Kawasaki ZX-7RR boys, Yanagawa and Gregorio Lavilla, partially overcame tyre, suspension problems and a degree of power disadvantage to take sixth and eighth, respectively.

RACE TWO

The much-delayed start to race two, a result of MacLeod's fatal accident, saw a different machine enter Turn One in the lead. Slight led the pack for the first few corners, with Corser and Fogarty close behind.

But that's where the Kiwi's glory ended when by the end of lap one, Fogarty blitzed past both his main rivals — effectively ending the race as a contest.

Romboni made a better fist of staying at the front for longer this time around, but started going backwards a third of the way through the 25 laps. Haga was the opposite, charging headlong for the first three laps to move from sixth to second. Fogarty proved to be out of reach, as did the chequered flag, when he crashed on lap 14, almost taking out Slight in the process.

Slight remained unfazed enough to keep his inherited second place until the flag, despite a failed last-gasp move by Corser, which saw the Australian almost run off the track on the final turn.

Behind the leading group and the lonesome Edwards, the Aprilia of Goddard made an impressive showing until the dreaded overheated tyre syndrome struck, dropping the black Aprilia back through the group of Yanagawa, and Lavilla to finish seventh. **SBK**

Superbike World Championship Rd1: Kyalami, South Africa, March 28, 1999

SUPERPOLE GRID:

1 T Corser, Duc, 1:42.943, 2 C Fogarty, Duc, 1:43.238, 3 A Slight, Hon, 1:43.278, 4 N Haga, Yam, 1:43.388, 5 A Yanagawa, Kaw, 1:43.398, 6 C Edwards, Hon, 1:43.953, 7 D Romboni, Duc, 1:44.050, 8 R Ulm, Kaw, 1:44.418, 9 P Goddard, Apr, 1:44.628, 10 K Fujiwara, Suz, 1:44.712, 11 G Lavilla, Kaw, 1:45.096, 12 A Meklau, Duc, 1:45.568, 13 L Pedercini, Duc, 1:45.586, 14 P Chili, Suz, 1:45.931, 15 V Guareschi, Yam, 1:46.606, 16 A Gramigni, Yam, 1:46.853.

RACE ONE: 25 LAPS

Pos	Rider	Bike	Qual time	Race time
1	C Fogarty	Duc	1:43.453	43:35.637
2	T Corser	Duc	1:43.255	+5.257
3	A Slight	Hon	1:43.263	+9.779
4	N Haga	Yam	1:44.071	+13.181
5	C Edwards	Hon	1:43.835	+14.535
6	A Yanagawa	Kaw	1:44.246	+16.547
7	P Chili	Suz	1:43.330	+32.857
8	G Lavilla	Kaw	1:45.739	+37.099
9	D Romboni	Duc	1:45.185	+45.691
10	R Ulm	Kaw	1:44.385	+54.185
11	K Fujiwara	Suz	1:44.102	+54.424
12	V Guareschi	Yam	1:45.282	+1:09.588
13	A Meklau	Duc	1:46.126	+1:09.938
14	L Isaacs	Duc	1:48.038	+1:11.106
15	A Gramigni	Yam	1:47.151	+1:26.836
16	I Jerman	Kaw	1:47.342	+1:30.328
17	J Jeandat	Hon	1:47.588	+1:44.035
18	J Mrkyvka	Duc	1:50.496	+1 lap
19	W Karban	Suz	1:50.645	+1 lap
DNF	L Pedercini	Duc	1:45.418	+9 laps
DNF	C Macias	Duc	1:51.564	+9 laps
DNF	G Sartoni	Duc	1:52.697	+22 laps
DNF	P Goddard	Apr	1:45.009	+23 laps

Race 1 fastest lap and new lap record: C Edwards, 1:43.800, on lap 3.

RACE TWO: 25 LAPS

Pos	Rider	Bike	Qual time	Race time
1	C Fogarty	Duc	1:43.453	43:41.963
2	A Slight	Hon	1:43.263	+6.073
3	T Corser	Duc	1:43.255	+7.279
4	C Edwards	Hon	1:43.835	+12.401
5	A Yanagawa	Kaw	1:44.246	+15.632
6	G Lavilla	Kaw	1:45.739	+19.634
7	P Goddard	Apr	1:45.009	+21.521
8	P Chili	Suz	1:43.330	+25.508
9	D Romboni	Duc	1:45.185	+25.660

10	K Fujiwara	Suz	1:44.102	+31.415
11	R Ulm	Kaw	1:44.385	+46.765
12	L Pedercini	Duc	1:45.418	+52.192
13	V Guareschi	Yam	1:45.282	+1:03.311
14	L Isaacs	Duc	1:48.038	+1:22.799
15	I Jerman	Kaw	1:47.342	+1:26.729
16	J Jeandat	Hon	1:47.588	+1:43.480
17	A Gramigni	Yam	1:47.151	+1 lap
DNF	A Meklau	Duc	1:46.126	+1 lap
DNF	W Karban	Suz	1:50.645	+3 laps
DNF	N Haga	Yam	1:44.071	+11 laps
DNF	G Sartoni	Duc	1:52.697	+18 laps
DNF	J Mrkyvka	Duc	1:50.496	+19 laps
DNF	C Macias	Duc	1:51.564	+25 laps

Race 2 fastest lap and new lap record: C Fogarty, 1:43.477, on lap 5.

POINTS STANDINGS (AFTER 1 OF 13 ROUNDS):

Pos	Rider	Race One	Race Two	Total
1	C Fogarty	25	25	50
2	A Slight	16	20	36
3	T Corser	20	16	36
4	C Edwards	11	13	24
5	A Yanagawa	10	11	21
6	G Lavilla	8	10	18
7	P Chili	9	8	17
8	D Romboni	7	7	14
9	N Haga	13	-	13
10	K Fujiwara	5	6	11
11	R Ulm	6	5	11
12	P Goddard	-	9	9
13	V Guareschi	4	3	7
14	L Pedercini	-	4	4
15	L Isaacs	2	2	4
16	A Meklau	3	-	3
17	I Jerman	-	1	1
18	A Gramigni	1	-	1





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WHAT'S A SUPERBIKE?

There can be no doubt that Superbike racing is growing in popularity right around the world, especially with the escalating costs of 500cc grand prix racing. If you're not on a factory bike in grand prix racing these days then you've got no chance of running in the leading pack.

In fact, so limited is the availability of competitive machinery that 500cc GP bikes compete only for the world championship, with many countries now adopting the Superbike class as their premier national championship, including Japan.

And so it is in Australia, where Superbikes are the premier class of motorcycle racing, and have been since the inaugural Australian Superbike Championship in 1989.

Superbikes can be thought of as the two-wheeled equivalent of the hugely popular V8 Supercar category. Like the cars, Superbikes have to be based upon road-going production vehicles, and like V8 Supercars there is a set of rules which aims to equalise different types of machinery. Superbike rules allow for either twin-cylinder machines up to 1000cc or four (or three) cylinder machines up to 750cc, with a minimum weight of 162kg for all.

CLASS ACT

The class of the field is the Ducati 996 Corsa. The fuel-injected, V-twin Ducati has won seven



world championships (1990, 1991, 1992, 1994, 1995, 1996 and 1998), with the factory bikes producing over 170ps from their 996cc twin-cylinder engines. Top speed is over 300kmh.

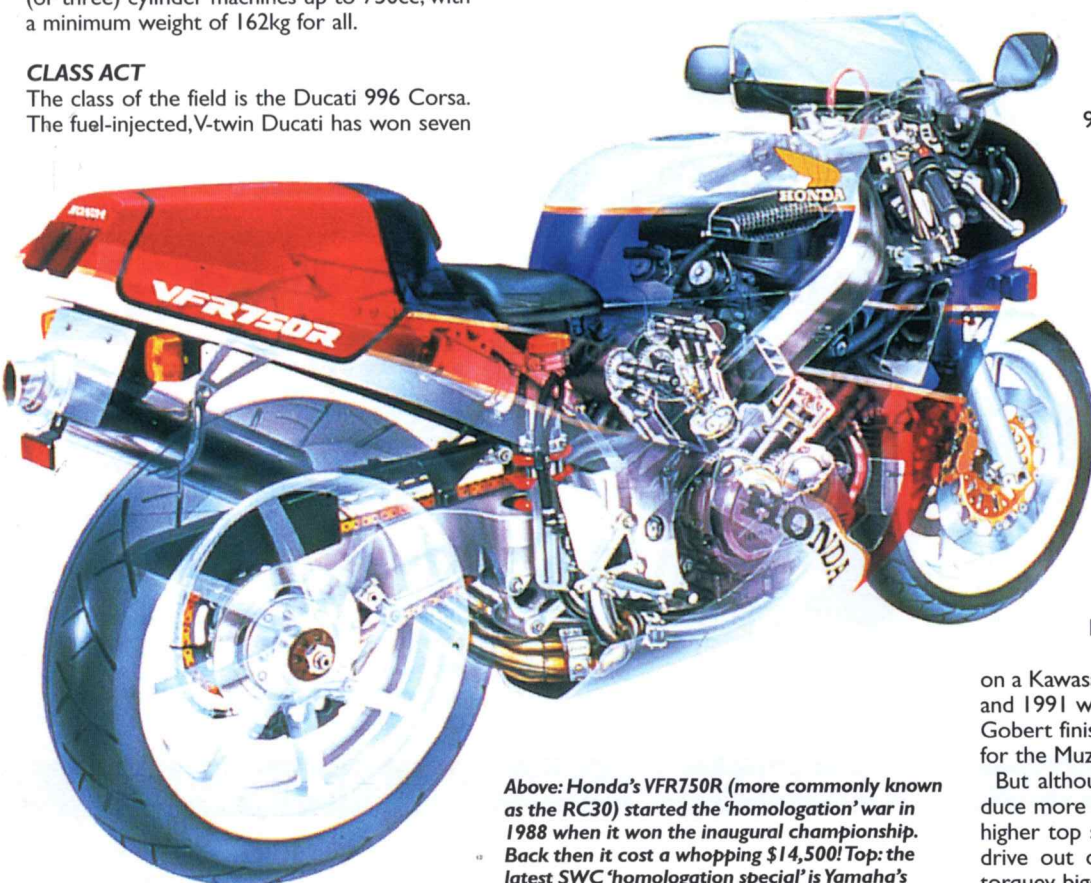
Major Japanese opposition in recent seasons has come from Honda's RC45, Yamaha's 1993-vintage YZF750 and Kawasaki with the ZX-7RR.

American John Kocinski won the championship in 1997 on a Castrol Honda RC45, while American Scott Russell gave Kawasaki its first Superbike world crown in 1993 and came close to a repeat in 1994.

Honda RC45 rider Aaron Slight finished second last season and in 1996, and third in 1997, 1995 and 1994. The Kiwi was also third in 1993 on a Kawasaki ZXR750R.

Australian Rob Phillis finished third on a Kawasaki behind two Ducatis in the 1992 and 1991 world championships, while Anthony Gobert finished fourth in the 1995 world title for the Muzzy Kawasaki team.

But although the Japanese 750cc fours produce more power than the Ducati, and have a higher top speed on faster circuits, they don't drive out of the turns quite as well as the torquey bigger capacity V-twin Ducatis.



Above: Honda's VFR750R (more commonly known as the RC30) started the 'homologation' war in 1988 when it won the inaugural championship. Back then it cost a whopping \$14,500! Top: the latest SWC 'homologation special' is Yamaha's limited-run YZF-R7 — at \$50,000.



Above (L to R): Kawasaki's ZX-7R, Suzuki's GSX-R750 and Yamaha's YZF750 can all be bought for around \$15,000. Just bolt on your race-kit...

HOMOLOGATION SPECIALS

A fully-developed race-kitted Superbike for a privateer costs \$80,000 upwards, whereas the base road-going model can be bought for as low as \$15,000 for bikes such as the Suzuki GSX-R750 and Kawasaki ZX-7R.

However, a base-model bike won't help you win Superbike races, which is why the manufacturers have their 'limited edition' homologation specials — just like the V8 Supercars — as well as offering race-kit parts developed by the factory.

Honda started the 'homologation war' in 1988 with its purpose-built RC30, and now we've got Ducati's 996SPS (\$39,000), Kawasaki's ZX-7RR (\$20,000), Yamaha's YZF-R7 (\$50,000), Honda's RC45 (\$35,000) and Aprilia's RSV1000SP (price still to be set).

The up-spec'd 996SPS version of the Ducati has a number of different engine and chassis parts to the road-going \$29,000 996 Strada. Ducati also markets a complete factory-built 996cc Corsa racebike based on the 996SPS for privateer racers for around \$100,000, and

a special factory-tweaked 996RS version for selected distributor teams such as the local Ducati Dealer Team and its riders Craig Connell and Steve Martin.

BOLT-ON BITS

The major expense starts once the bolt-on race parts are added. Competitors can brace the frame and rear swingarm, change suspension, brakes, wheels, and so on, and also modify the engine internals for more horsepower — providing an approved fuel system (race-kit carburettors or fuel-injection) is retained.

Some Superbikes for example run rear rims which are a massive 6.50 inches wide, exotic carbon-fibre bodywork, titanium exhaust systems, and Ohlins upside-down front forks at close to \$10,000 per set!

Add in items like dry-clutch conversions at \$14,000, radiator kits at \$8000 and GP-spec Brembo brakes and it can certainly get expensive at the top of the field — although nowhere near the cost of 500cc GP racing.

Performance-wise Superbike lap times are

similar to the V8 Supercars. A Superbike laps Phillip Island or Eastern Creek in a time similar to a V8 Supercar, and only one to two seconds slower than a purpose-built 500cc GP bike. Not too bad for what started life as a street motorcycle — and something that doesn't have four fat slicks, giant wings and aerodynamic packages to help hold it on the track, or a harness to hold the rider in place!

GOOD TRAINING

There can be no dispute that the skills learned in piloting a 170-plus horsepower, 162kg road-based Superbike relate directly to success in the 500cc grand prix class. In addition to five-times world 500cc GP champion Michael Doohan, past world 500cc champions who have cut their teeth in the Superbike class include 1993 champ Kevin Schwantz, Wayne Rainey (1992, 1991 and 1990), Eddie Lawson (1989, 1988, 1986, 1984), Wayne Gardner (1987) and Freddie Spencer (1983 and 1985).

In other words, every 500cc world champion in the past 16 years has raced in the Superbike class at national level in either the USA or Australia prior to stepping aboard a grand prix 500. No wonder the talent scouts look to the big four-strokes Stateside or Down Under as the breeding ground for GP stars...

There's certainly plenty of talent which has emerged from Superbike racing Down Under in recent years, with every winner of the Australian Superbike Championship going on to achieve international success.

Past Australian Superbike champions include Malcolm Campbell (1989 and 1990), Aaron Slight (1991), Mat Mladin (1992), Troy Corser (1993), Anthony Gobert (1994), Kirk McCarthy (1995), Peter Goddard (1996) and



Left: Ducati's \$28,995 996 Strada is the base model from which the \$38,995 996SPS is derived. A 996 Corsa racebike for SWC duties will put you back around \$100,000.

SUPERBIKE TECH

Marty Craggill (1997 and 1998). Campbell has recently retired from competition, but all the others mentioned above are currently racing internationally.

In addition, talents such as Daryl Beattie, Kevin Magee and Troy Bayliss have also honed their skills in Australian Superbike racing, as did Mick Doohan.

IMPROVING THE BREED

There can be no doubt that the lessons learned on the racetrack benefit riders on the road, with the latest crop of sportsbikes carrying many of the innovations developed in the heat of Superbike competition. It's a case of racing improving the breed.

You only have to look at the big-bore sportsbikes competing in the European Superstock Championship, or the Australian Production Superbike class, for further proof.

For the 1999 domestic season the rules for Australian Superbike racing have been expanded to include these lightly-modified big-bore production bikes, such as the Yamaha R1, Honda CBR900RR and Kawasaki ZX-9R. With slick tyres, race exhausts and their larger-capacity engines, these 'cost-effective' Production Superbikes are nearly a match for the FIM-spec Superbikes you'll see racing this weekend. It certainly makes for some exciting racing, as those who've attended the first three rounds of the 1999 Shell Advance Australian Superbike Championship have witnessed. (The series heads to Phillip Island on May 15-16 with the V8 Supercars for round four, so mark it in your diary.)



EXCITING STUFF

As for this weekend though, it's the big boys with their big toys who'll be putting on the show — full factory Superbikes from Ducati, Honda, Kawasaki, Suzuki, Yamaha and Aprilia.

How exciting will the racing be? Think about this — a Superbike has a power-to-weight ratio equivalent to seven times that of the family Commodore or Falcon, except the power has to be transmitted to the ground via a patch of rubber no bigger than your hand. And

Above: Aprilia has joined the Superbike championship this season with its RSV1000 — \$25,000 in road form. Below: big-bore sportsbikes have benefitted from Superbike technology — and now run alongside the SWC in the European Superstock Championship.

at 300kmh, what's more. Now that's exciting!

For a technical rundown on the contenders for this year's championship, turn the page... **SBK**



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DUCATI 996

THE DEFENDING TITLE HOLDER



SPECIFICATIONS

DUCATI 996

Engine type.....	Water-cooled, DOHC, 90° V-twin four-stroke with four-valves per cylinder and toothed-belt desmodromic camshaft drive
Bore x stroke.....	98mm x 66mm
Displacement.....	996cc
Compression ratio.....	12:1
Fuel/ignition.....	Weber/Marelli electronic fuel-injection and engine management system, with two injectors and separate EPROM per cylinder, and two 60mm throttle bodies
Starting system.....	Push
Lubrication system.....	Wet sump
Gearbox type.....	Six-speed
Primary drive.....	Gear
Clutch.....	Multiplate dry slipper (10 steel/nine sintered bronze)
Final drive.....	O-ring chain
Frame type.....	Chrome-moly tubular-steel spaceframe
Rake.....	23.5°-24.5°
Trail.....	98mm-109mm
Wheelbase.....	1415-1425mm
Front suspension.....	46mm Ohlins inverted telescopic forks
Rear suspension.....	Cast magnesium swingarm pivoting in both crankcases and spaceframe, with rising-rate linkage and single Ohlins shock
Front/rear wheels.....	Marchesini rims
	3.50 x 17 front, 5.75 x 17 rear
Front/rear tyres.....	Michelin slick radials
	120/61-17 front, 180/67-17 rear
Front brake.....	Twin 320mm Brembo stainless-steel discs with four-piston Brembo calipers
Rear brake.....	200mm Brembo steel disc with two-piston Brembo caliper
Weight.....	162kg
Weight distribution.....	53/47%
Maximum power.....	172ps at 11,300rpm (at gearbox)
Maximum speed.....	311kmh (Monza, 1998)
Owned by.....	Ducati Motor SpA, Bologna, Italy



SPECIFICATIONS

HONDA RC45

Engine type.....Water-cooled, DOHC, 90-degree V-four four-stroke with offset gear camshaft drive and four valves per cylinder
 Bore x stroke.....72mm x 46mm
 Displacement.....748cc
 Compression ratio.....13.5:1
 Ignition.....Nippondenso digital electronic CDI
 Fuel system.....Honda-PGM FI electronic indirect fuel-injection with four 46mm throttle bodies and two injectors per cylinder
 Starting system.....Push
 Lubrication system.....Wet sump
 Gearbox type.....Six-speed with HRC power-shifter
 Primary drive.....Gear
 Clutch.....Nine-plate oil-bath sprag-type (with back-torque limiter)
 Final drive.....Chain
 Frame type.....Extruded aluminium twin-spar frame with cast-alloy steering-head and swingarm pivot
 Rake.....24°
 Trail.....102mm
 Wheelbase.....1390mm
 Front suspension.....Showa 47mm inverted telescopic forks
 Rear suspension.....Cast aluminium two-sided swingarm with rising-rate linkage and single Showa shock
 Front/rear wheels.....Marchesini rims
 3.50 x 17 front, 6.00 x 17 rear
 Front/rear tyres.....Michelin radial slicks, 120/60-17 front, 180/67-17 rear
 Front brake.....Twin 320mm Brembo stainless discs with four-piston Brembo calipers
 Rear brake.....Single 196mm HRC stainless-steel disc with two-piston HRC caliper
 Weight.....162kg
 Maximum power.....Over 184ps at 15,000rpm (gearbox)
 Maximum speed.....306kmh (Monza, 1998)
 Owned by.....Honda Racing Corporation, Saitama, Japan

HONDA RC45

WORLD'S BEST SUPERBIKE?



YAMAHA R7

HIGH HOPES FOR '99



SPECIFICATIONS

YAMAHA YZF-R7

Engine type...	Water-cooled, DOHC, four-cylinder transverse in-line four-stroke with five valves per cylinder
Bore x stroke.....	72mm x 46mm
Displacement.....	749cc
Compression ratio.....	14.0:1
Ignition.....	Digital electronic CDI
Fuel system.....	Dual electronic fuel injection, two injectors per cylinder
Starting system.....	Push
Lubrication system.....	Wet sump
Gearbox type.....	Six-speed
Primary drive.....	Gear
Clutch.....	Wet multi-plate
Final drive.....	O-ring chain
Frame type.....	Aluminium Deltabox II
Rake.....	22.8° variable
Trail.....	95mm
Wheelbase.....	1400mm
Front suspension.....	Ohlins 43mm inverted telescopic forks
Rear suspension.....	Box-type aluminium swingarm with rising-rate linkage and single Ohlins shock
Front/rear wheels.....	Marchesini rims
	3.50 x 17 front, 6.00 x 17 rear
Front/rear tyres.....	Michelin radial slicks
	120/60-17 front, 180/67-17 rear
Front brake.....	Twin 320mm Nissin cast-iron discs with six-piston Nissin calipers
Rear brake.....	Single 245mm steel disc with two-piston caliper
Weight.....	162kg
Weight distribution.....	53/47%
Maximum power.....	over 170ps at 14,500rpm
Maximum speed.....	over 300kmh
Owned by.....	Yamaha Motor Company, Japan



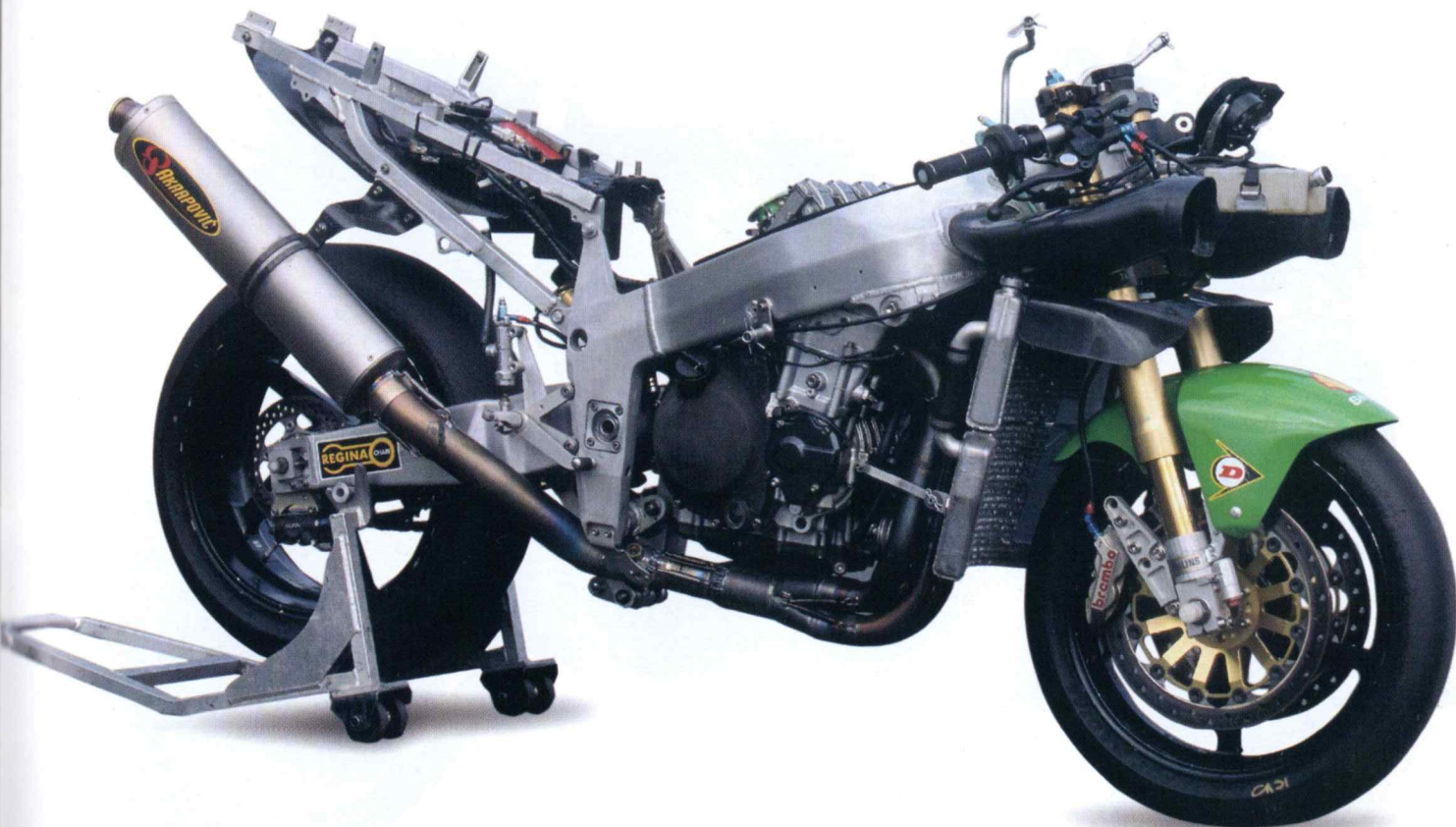
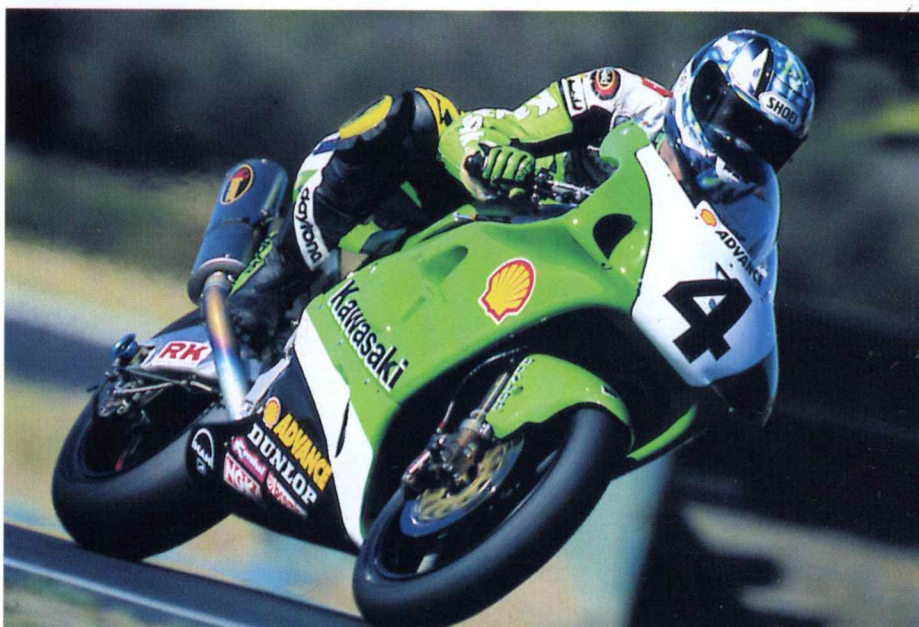
SPECIFICATIONS

KAWASAKI ZX-7RR

Engine type.....	Water-cooled, DOHC, in-line, four-cylinder four-stroke with four-valves per cylinder
Bore x stroke.....	73mm x 44.7mm
Displacement.....	749cc
Compression ratio.....	14.7:1
Ignition.....	Digital programmable electronic CDI
Fuel system.....	Four x 41mm Keihin FCR flatslide carburettors
Starting system.....	Push
Lubrication system.....	Wet sump
Gearbox type.....	Six-speed, with power shifter
Primary drive.....	Gear
Clutch.....	Multi-plate oil-bath sprag-type
Final drive.....	O-ring chain
Frame type.....	Aluminium twin spar
Rake.....	24.5°
Trail.....	92mm
Wheelbase.....	1420mm
Front suspension.....	42mm Ohlins inverted telescopic forks
Rear suspension.....	Fabricated aluminium swingarm with adjustable pivot, rising-rate linkage and single Ohlins shock
Front/rear wheels.....	BBS rims 3.50 x 17 front, 6.00 x 16.5 rear
Front/rear tyres.....	Dunlop radial slicks, KR106 120/75-17 front, KR133 195/55-16.5 rear
Front brake.....	Twin 320mm Brembo discs with four-piston Brembo calipers
Rear brake.....	Single 200mm Nissin steel disc with two-piston Nissin caliper
Weight.....	163kg
Weight distribution.....	52/48%
Maximum power.....	Over 170ps at 14,500rpm (at gearbox)
Maximum speed.....	303kmh (Hockenheim)
Owned by.....	Kawasaki Heavy Industries, Akashi City, Japan

KAWASAKI ZX-7RR

GREEN MEANIE ASSAULT



SUZUKI GSX-R

INJECTION FOR 1999



SPECIFICATIONS

SUZUKI GSX-R750

Engine type	Water-cooled, 16-valve, DOHC, transverse in-line four-cylinder four-stroke
Bore x stroke	72mm x 46mm
Displacement	749cc
Compression ratio	13:1
Ignition	Suzuki Racing CDI
Fuel system	Denso fuel injection
Starting system	Push
Lubrication system	Wet sump
Gearbox type	Six-speed, close-ratio
Primary drive	Gear
Clutch	Dry multi-plate slipper type
Final drive	O-ring chain
Frame type	Twin spar, aluminium frame
Rake	24°
Trail	102mm
Wheelbase	1395mm
Front suspension	47mm Showa inverted telescopic forks
Rear suspension	Aluminium swingarm with rising-rate linkage and Showa shock
Front/rear wheels	Marchesini rims, 3.50 x 17 front, 6.00 x 16.5 rear
Front/rear tyres	Dunlop radial slicks, KR106 120/75-17 front, KR133 195/55-16.5 rear
Front brake	Twin 320mm Brembo steel discs with four-piston Brembo calipers
Rear brake	Single 220mm Tokico stainless disc with two-piston Tokico caliper
Weight	162kg
Weight distribution	52/48%
Maximum power	158ps at 13,800rpm (at rear wheel)
Maximum speed	305kmh (Hockenheim)
Owned by	Suzuki Motor Company, Hamamatsu, Japan



SPECIFICATIONS

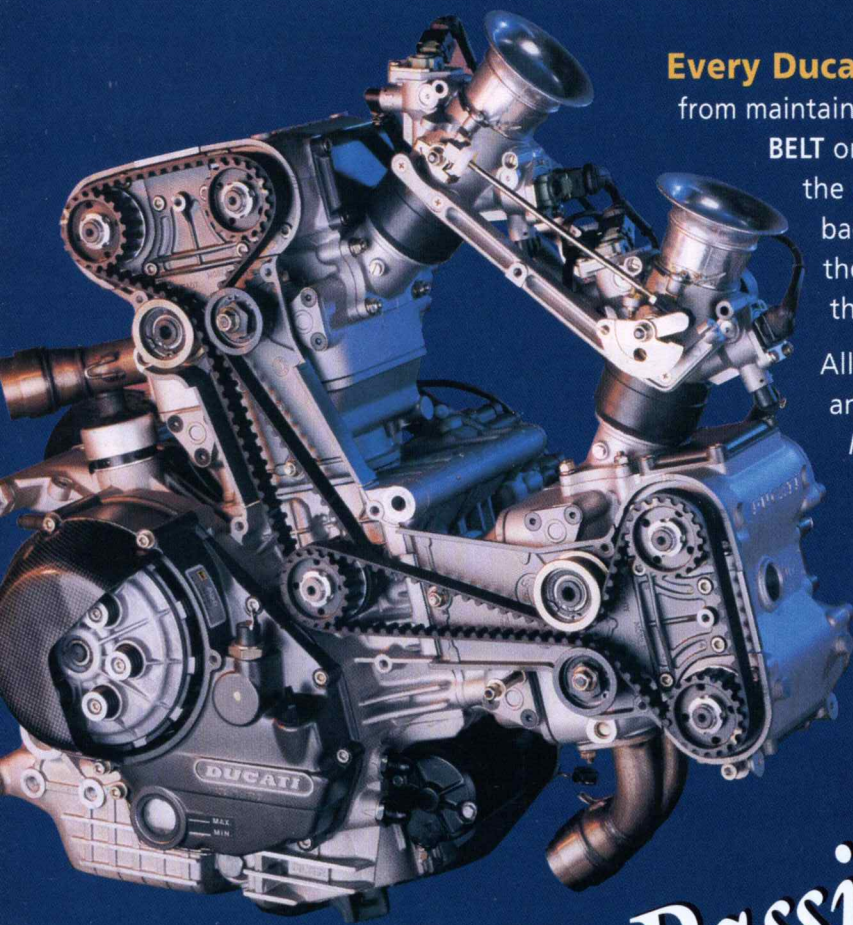
**APRILIA
RSV1000SP**

Engine type	Liquid-cooled, eight-valve, DOHC, 60° V-twin four-stroke
Bore x stroke	97mm x 67.5mm
Displacement	998cc
Compression ratio	12:1
Ignition	Electronic
Fuel system	Electronic multi-point fuel injection
Starting system	Push
Lubrication system	Wet sump
Gearbox type	Six-speed, with power shifter
Primary drive	Gear
Clutch	Multi-plate oil-bath
Final drive	O-ring chain
Frame type	Aluminium twin-spar
Rake	24.5°
Trail	97mm
Wheelbase	1415mm
Front suspension	43mm Ohlins inverted telescopic forks
Rear suspension	Fabricated aluminium swingarm with progressive, rising-rate linkage and single Ohlins shock
Front/rear wheels	Marchesini rims 3.50 x 17 front, 6.00 x 16.5 rear
Front/rear tyres	Dunlop KR106 slick radials, 120/75-17 front, KR133 195/55-16.5 rear
Front brake	Twin 320mm Brembo discs with four-piston Brembo calipers
Rear brake	Single 200mm steel disc with two-piston Brembo caliper
Weight	162kg
Weight distribution	52/48%
Maximum power	160ps at 11,000rpm (at gearbox)
Maximum speed	290kmh
Owned by	Aprilia, Noale, Italy

APRILIA RSV1000

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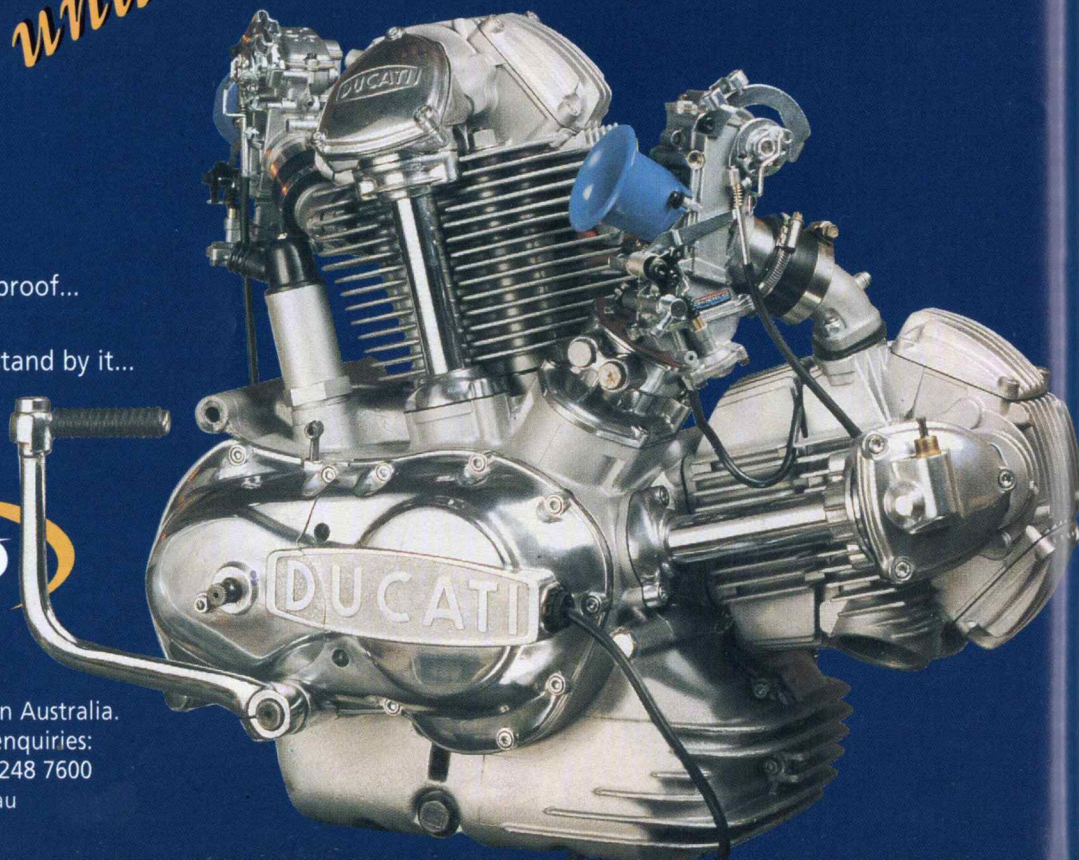
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ARSTEINER

A BIT ON THE S



SIDE

Spectators at Phillip Island this weekend are in for a treat when the Sidecar World Cup kicks off Down Under.

There's sure to be action aplenty.

History will be created this weekend at Phillip Island. Not only will it mark the first time that world championship sidecar racing has headed Down Under, but it will be the first time in the modern era of sidecar racing that large-capacity four-strokes will go head-to-head with GP-derived two-stroke powerplants for the world crown.

For 1999, 1200cc production-based four-strokes will mix it with the potent four-cylinder 500cc powerplants that have dominated world sidecar racing since the mid-'70s.

Heading the sidecar imports is multiple world champion Steve Webster and passenger David James (LCR Suzuki 1200), the duo proudly carrying the #1 plate they won last year. Webster is the first of the front-runners to have switched to four-stroke power, and will have a modified Suzuki GSX-R1100 engine shoe-horned into his LCR chassis.

Bored out to 1200cc, the four-stroke engines are limited in their allowed modifications, while the 500cc 'prototype' two-stroke engines are pretty much 'anything goes' providing they have no more than four cylinders, or six speeds in the gearbox. However, the two-strokes are to be phased out, and will not be eligible after December 31, 2000.

FOUR-STROKE FUTURE

The four-stroke powerplants must be based on mass-produced engines, with a maximum of four cylinders. The crankshaft must remain as originally produced, but the conrods can be changed (not titanium or carbon though!), as can the pistons, camshafts, ignition system, clutch plates and springs, gearbox (maximum of six speeds) and the carburettors.

However, if fuel-injection is used on the original engine then the same system must be retained.

The cylinder-head can be ported, and balancing and lightening is allowed.

Whereas the four-stroke outfits must weigh a minimum of 215kg, the 500cc two-strokes can weigh 200kg.

What it all adds up to is a mix of machinery that will add even more spice to this weekend's opening round of the 1999 Sidecar World Cup.

In addition to Webster, the world's top riders are making the trip to Australia, including last year's runner-up Klaus Klaffenbock and passenger Adolf Hanni (LCR HRM Honda), world number three Markus Schlosser and Daniel Hauser (LCR BRM Swissauto) and Britons Steve Abbott and Jamie Biggs (Windle ADM Honda). All up 20 international competitors are contesting this year's Sidecar World Cup, including multiple Australian champion Shane Soutar with new passenger Gary Partridge.

Soutar finished a commendable seventh in the 1998 world series, and will be out to impress on his home turf.

WHAT'S AN LCR?

The outfit raced by Soutar (and most of the other top guns) uses an LCR chassis, an abbreviation for Louis Christen Racing after the Swiss engineer who designed and built the first LCR chassis back in the late '70s.

The first LCR to win a world title was in 1979 when Rolf Biland won his second (of five) world championships, LCRs then winning all bar two titles since and becoming synonymous with sidecar racing in the last decade. In 1998 LCRs dominated the world series.

Essentially the LCR is an aluminium-monocoque chassis with a carbonfibre-skinned honeycomb platform for the passenger, aka swinger.

The platform measures about 0.6m x 1.0m with a grabrail for the left hand called the 'lifeline' because, as Soutar says, you never let go of it. There is one on the right side of the platform to be used when going through left handers and for right handers there is a hole in the righthand side of the fairing. Also the bottom of the fairing is rounded if grabbing that is your preference.

RIVETING STUFF

The chassis is a rectangular box-section made from 1mm-thick, black-anodised, aircraft aluminium secured with about 350 rivets.

LCRs have a wheelbase of 2195mm and wheel-track of 1100mm with an overall width of 1560mm and an overall length with fibreglass bodywork fitted of 3170mm. There's about 65mm of ground clearance.

The LCR chassis is very versatile, the engine bay able to accommodate any number of engine makes and sizes.

"We work really hard to put the engine in the right spot as moving it by just a small amount can change the entire characteristic of the bike," Soutar explains.

The 500cc in-line four-cylinder two-stroke in Soutar's LCR was originally a Krauser design, but since the death of Mike Krauser a few years back the engine of choice has been ADM. This is virtually the next generation Krauser, but built by Charles Auf Der Maur using four Honda RS125 grand prix cylinders.

Recently the rights to the engine have been sold to Adolf Hanni, who has now renamed the powerplant HRM rather than ADM.

SHANE'S SELECTION

With four-strokes set to return as the sidecars compete on the Superbike World Championship



Above: now that's using your head — Shane Soutar's new passenger Gary Partridge certainly has a distinctive style! **Below:** Soutar's LCR chassis and ADM engine unclothed.

support program for the next three years, Soutar is currently eyeing a Honda Super Blackbird or the upcoming Kawasaki ZX-12 engine, while others are looking at Yamaha's R1.

For the present though Soutar's engine is a water-cooled, two-stroke 500cc made up of four Honda RS125 pistons and cylinders, bolted to the ADM crankcase. There's a six-speed gearbox assembly with an ADM-machined clutch and sintered bronze RG500 clutch plates.

The powerplant is situated directly behind the rider; the engine facing backwards with the four exhausts running forward under the rider.

The LCR monocoque doubles as a 43lt fuel tank with a rubber safety-cell, and the steering is LCR patented with wishbone centrehub suspension and Reigler shocks.

The sidecar and front slick tyres are on 13-inch rims (240mm and 205mm respectively), while the rear tyre's 14-inch rim runs a 250mm wide slick tyre — unless it rains of course!

All three wheels have disc brakes, all operated by a foot pedal. It is a two-circuit system for the three wheels — one system for the rear and side and one for the front.

Brakes are four-piston calipers front and rear and a two-piston caliper on the third. All pistons are titanium to assist with heat transfer and effectiveness.

There's adjustable front-to-back bias with differ-

ential pressure, which can be altered while racing via an adjustable lever on the left 'bar.

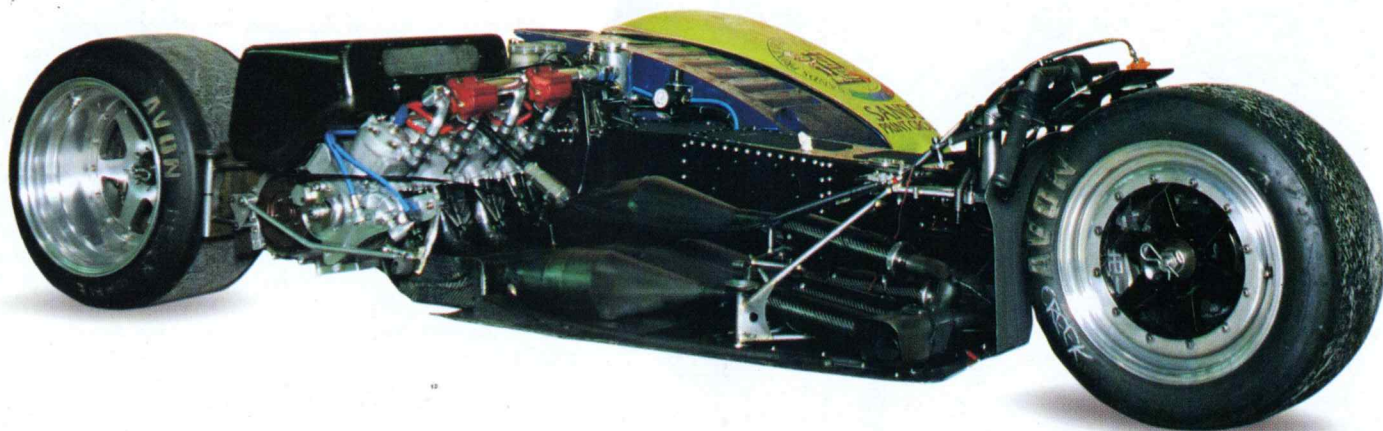
EXPENSIVE BUSINESS

Soutar uses a pneumatic gear-changer from Small Coil Rewinds in Geelong (Vic), which has an on-board compressor to keep the pressure up for changing gears via a push-button selector on the left handlebar.

"That has made a great improvement. It started out as a one off, but a lot of the guys are requesting them because it saves time, especially at tight tracks," Soutar says.

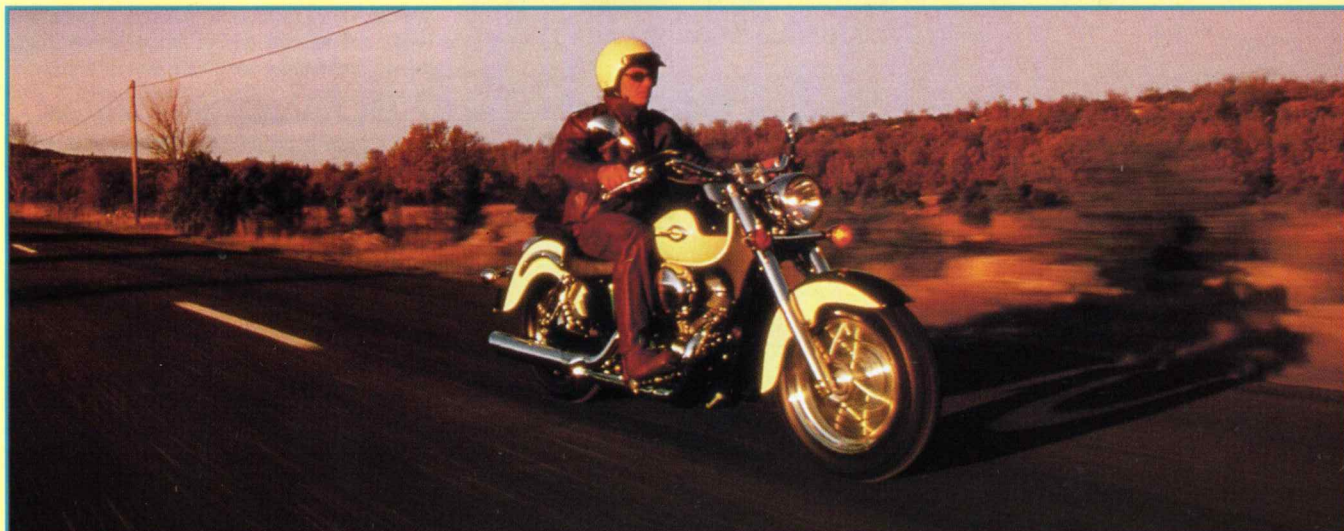
The latest LCR chassis will put you back around 40,000 Swiss francs (approx \$A49,000). And then there's the ADM powerplant to purchase (\$9,000SF brand new — \$A68,000), as well as spares, etc. The escalating price of the specialist two-stroke powerplants is one reason for the introduction of the production-based four-stroke engines to the category.

The end result though is around 200ps at the rear wheel at 12,500rpm and a top speed of 290kmh. More than enough for some thrilling action this weekend! **SBC**



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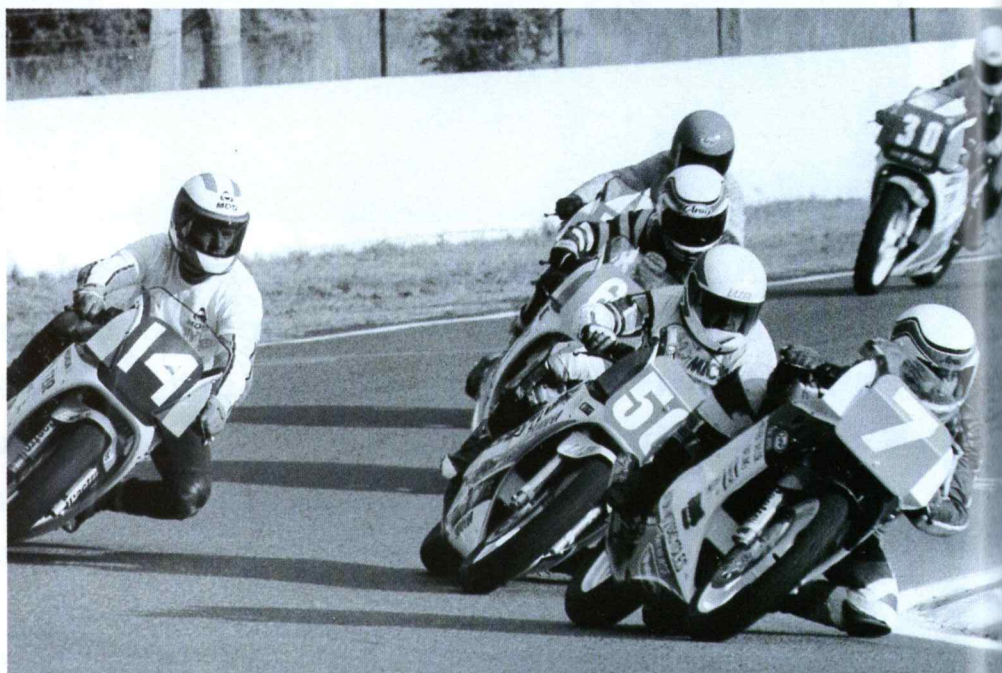
The names may be unknown, but so were Mick Doohan, Troy Corser, Peter Goddard and Aaron Slight at one stage. This weekend's support races could well include a future world champ...

Australia has always produced more than its fair share of motorcycle champions. But in recent years it seems the pace has been upped substantially, so much so that many of the major factory-supported teams around the globe look to Australia to find their next world champion.

Take 1998 for example, when Michael Doohan claimed the biggest prize of all with his victory in the World 500 Championship — his fifth successive championship. But Doohan isn't the only Australian motorcycle road racer to have grabbed glory in the '90s.

Peter Goddard, the 1996 Australian Superbike champion, packed his bags and headed to Europe to contest the gruelling 1997 World Endurance Championship, finishing the year with the #1 plate with Suzuki teammate Doug Polen. This season the vastly-experienced Goddard is a member of the Aprilia factory Superbike team contesting the world championship.

Goddard spent 1998 on the factory Suzuki GSX-R750 Superbike in the world championship, finishing ninth overall.



Above: Bathurst 1987, and that's Mick Doohan (#50) and Peter Goddard (#14) honing their skills in the 250 Proddie race. Left: recognise the number? That's Aaron Slight (#111) on a Yamaha TZR250 Proddie in New Zealand in 1986 (Photo: Bernard Carpinter).



NO SURPRISE

But this top-level performance of Australian motorcycle racers on the world stage should come as no surprise to regular followers of the sport. Wollongong's Troy Corser took on the best Superbike riders in the world in 1996, and in only his second season with the Promotor Ducati team became the first Australian to win the Superbike World Championship.

Corser had ventured to the United States to ride a Fast by Ferracci Ducati in that country's national Superbike championship in 1994, and became the first rider to win the title at his first attempt, and the first foreign rider to walk away with the crown.

Corser won the Australian Superbike

Championship in 1993 on a seemingly outdated Honda RC30, and back in 1990 had picked up the inaugural Australian Motorcycle News 250cc Production Series as an 18-year-old. This season he's back aboard a factory Ducati 996 in an attempt to win his second Superbike World Championship.

ANOTHER SUCCESS

Yet another Australian success story is Anthony Gobert, winner of the 1994 Australian Superbike Championship and this year a member of the Vance & Hines factory-backed Ducati team in the US Superbike Championship.

Gobert commenced his national road racing career halfway through 1992 as a 17-year-old on a 250cc Production machine in the Perth round of the Shell Advance Series, and by year's end had been signed by Honda to ride a RC30 Superbike.

Fourth place in the 1995 Superbike World Championship in his first international season underlined Gobert's ability, emphasised at the end of 1996 when he won both races at Phillip Island's final round of the Superbike World Championship.

Also competing in the US Superbike Championship in 1999 is Mat Mladin, the 1991 Australian 250cc Production Champion and 1992 Australian Superbike Champion. Mladin currently leads the US title-chase, and came within 0.014sec of winning this year's prestigious Daytona 200.

And let's not forget Camden's little Aussie Battler, Garry McCoy, winner of the 1996 Australian 125 GP at Eastern Creek. McCoy contested the 1992 Australian 250cc Production Championship against the likes of Gobert — his first season on the national championship trail. He went on to finish third, before heading to the world 125 championship the next year, and ultimately the 500GP championship.

FINE PERFORMANCES

And while we're talking of fine performances on

Below: these are the conditions that greeted the Supersport competitors at Phillip Island four weeks ago in round two of the national championship. Andrew Pitt (#2) blitzed the field on his Kawasaki ZX-6R. Below right: the Island SBK round last year, and the Supersport field heads off for some handlebar-banging action. Expect more of the same this weekend.



Above: future world champ? Seventeen-year-old Broc Parkes, a multiple Australian Dirt Track Champion, currently leads the 1999 Australian 250cc Production Championship on his Aprilia RS250. He's following the ideal career path...

the world racing stage, let's not forget New Zealander Aaron Slight, the 1991 Shell Australian Superbike Champion. The Kiwi needs no introduction to fans of World Superbike racing.

Add in the likes of Aussies Marty Craggill, Troy Bayliss, Karl Muggeridge, Dean Thomas, Glen Richards and Kirk McCarthy, who are all competing in Europe this season, and last year's national Supersport champ Damon Buckmaster (who is racing in the US), and Australia can well claim to be the breeding ground for talented racers.

All of the above champions have one thing — they all competed in the Shell Advance Series, the premier road racing series in the nation. And it's that series which must take a lot of the credit for helping mold Australia's steady stream of champion motorcycle racers.

At the top of the tree is the big-budget and highly-professional Superbike class — the carrot that attracts our young riders, with the promise of not only a paid, professional ride but a sure-fire path to the international stage. The acknowledged career path to the Superbikes is via the Supersport and 250cc Production roadbike-based categories, which are both featured on the program this weekend.

WINNING FORMULA

If you had to name a formula for breeding a future star then the chances are it would read something like this. Firstly, as a teenager (or even younger!) our future champ would spend time on the dirt, either motocross racing or sliding around in dirt track competition.

Then, as a 16, 17 or 18-year-old, our soon-to-be road racing star would take to the tar on a 250cc Production bike. The evenly matched 250cc twin-cylinder two-strokes can be bought new for as low as \$9000, and teach excellent race-craft. With relatively little power, the 'Proddies' emphasise high cornering speeds and late braking, and close racing is assured.

The good thing about the 250cc Production class is that by virtue of its cheaper entry-level price it allows younger financially-strapped riders to undertake the national training trek around the six states which host the rounds of the Shell Advance Series. It's a steep learning



SUPPORTS



Left: Ducati's collectable and delectable Supermono — there's one in the field this weekend.

camshaft sprockets can also be slotted to optimise valve timing. Gearbox dogs can be undercut.

Like the engine, chassis modifications are freer than in the 250cc Production class, with Supersport riders allowed to replace the rear suspension unit with a higher-quality multi-adjustable after-market item, as well as the springs in the front suspension. Competitors can add braided-steel brake lines, after-market tyres (treaded), after-market brake pads and use replica bodywork.

In a cost-saving move, the national series rules permit only one set of tyres to be used for Sunday's warm-up and two races. The minimum weight limit for all bikes in the class is 172kg.

To all intents a Supersport is a mini-Superbike.

WHAT'S A SUPERMONO?

Rounding out the support class program at this weekend's second round of the Superbike World Championship is the Supermono category.

The class is very much an anything goes formula — as long as the engine used is a single-cylinder, four-stroke — and no more than 1000cc.

Chassis choice is free, with many riders utilising frames, suspension and brakes from 250cc GP bikes, and slotting in their own four-stroke powerplant.

Initially, the class was dominated by souped-up trailbike engines, such as Suzuki's DR650 and Honda's XR600, housed in home-made frames.

But then some of the European manufacturers began to take an interest in the formula, with semi-factory bikes from the likes of BMW, KTM, Husqvarna, MuZ and Rotax. These manufacturers modified their own dirt-oriented powerplants for road racing use, and housed them in specialist race frames.

However, Ducati then went one better and built its own specialist racer — which it coincidentally called a Supermono!

Keep a lookout for #8 this weekend — Queenslander Brett Whale has one of the few Ducati Supermonos to have made it outside Europe. His dilemma must be whether to race it — or put it in an art gallery... **SBK**

curve, but a valuable one.

Then there's the booming Supersport category. For around \$16,000 in the Supersport category our young rider can continue to learn, this time by virtue of the freer tuning modifications allowed on these 'mini-Superbikes.'

Aren't we lucky we've got a national championship structure that allows that to happen. Just ask world champions Wayne Gardner, Mick Doohan, Peter Goddard and Troy Corser...

BREEDING GROUND

Since taking on national status in 1990 the 250cc Production class has bred champions such as Troy Corser (1990), Mat Mladin (1991), Fred Bayens (1992), Robert Baird (1993), Paul Young (1994), Kevin Curtain (1995), Chad Turnbull (1996), Matthew Turner (1997) and Anthony West (1998).

Add in other stars who commenced their careers on the small two-strokes such as Mick and Scott Doohan, Aaron Slight, Kevin Magee, Anthony Gobert, Kirk McCarthy, Martin Craggill, Garry McCoy, Craig Connell, Damon Buckmaster and Peter Goddard and it's easy to see where any aspiring future champ should be starting their road racing career.

The bikes are in effect similar to road-going 250cc GP bikes, with Suzuki's \$9000 RGV250 joined this season by Aprilia's RS250 (\$12,750). Both bikes are V-twin two-strokes producing around 60hp, and weighing close to 130kg.

Modifications are limited to replacing the original bodywork with after-market replica fibre-glass, fitting after-market tyres and brake pads, and changing the carburettor jetting and final gearing (within allowed tolerances). Engine and suspension must remain stock.

The bikes are good for close to 210kmh in top speed, and provide close and exciting racing as riders strive to maintain high cornering speeds to make up for their relative lack of horsepower and the even match of the majority of bikes

in the field.

Make sure you're not buying a hamburger when the 250 Proddies line up for their two races this weekend — sponsored by Aprilia Australia.

MINI SUPERBIKES

Supersport racing came of age in Australia in 1993 with the adoption of the category at national level, and the racing since then has been nothing short of breathtaking.

The class is for lightly-modified 600cc four-stroke four-cylinder and 750cc four-stroke V-twin roadbikes, with Honda's CBR600, Yamaha's YZF-R6, Suzuki's GSX-R600 and Kawasaki's ZX-6R all winning races. All the above run four-cylinder DOHC 16-valve powerplants, with a claimed power output of around 100hp in stock form. A new 600 goes for around \$13,000 off the dealer floor (or \$26,995 for Ducati a 748SPS), but the freedom of the Supersport rules mean that another \$4000-\$6000 can be added to that for bolt-on, go-fast goodies.

The rules require for the engine to remain stock-standard, although the exhaust can be replaced with a race-kit item. A race-kit carburettor jet-kit can also be added, and the



Right: reigning national Supermono champ Peter Larkin will be one to watch this weekend on bike #1.



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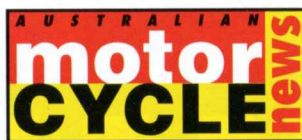
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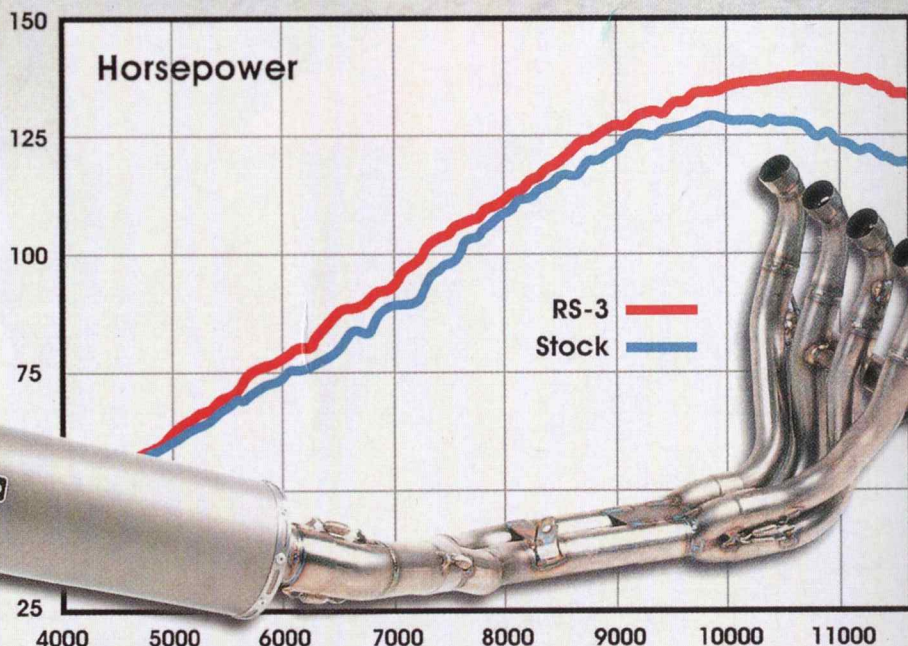
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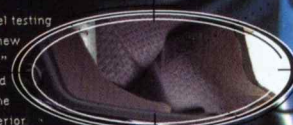
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