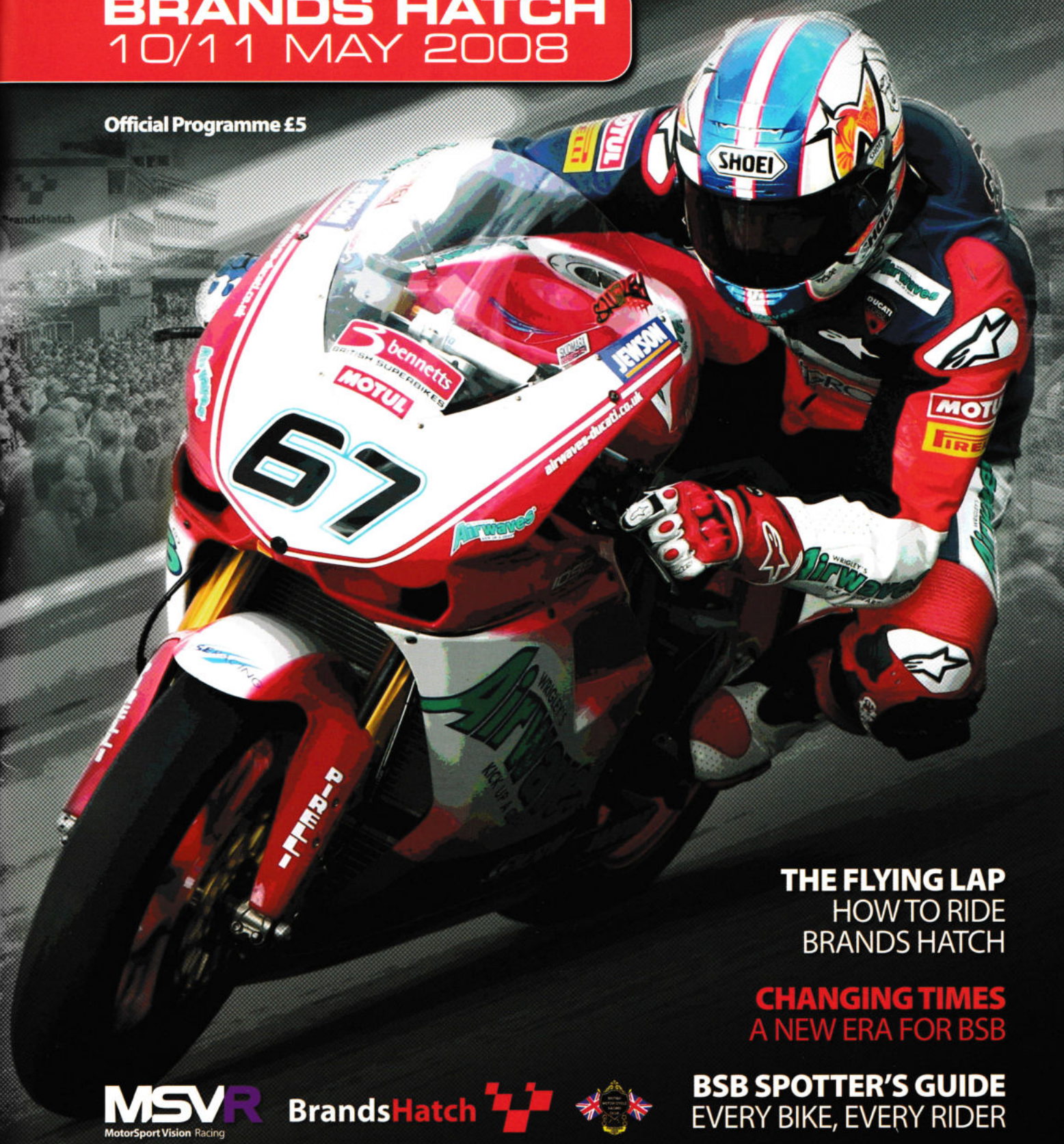


bennetts **BSB** BRITISH SUPERBIKES

BRANDS HATCH
10/11 MAY 2008

Official Programme £5



THE FLYING LAP
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BRANDS HATCH

CHANGING TIMES
A NEW ERA FOR BSB

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BLADEDAY 2

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Friday 23rd May 2008
It's BSB Race Weekend.

If one bike captures the very essence of sports motorcycling, it's the Honda Fireblade. That unique and intoxicating blend of low weight and agility combined with power and total control.

As the 2008 model shows, the fire still burns as strongly in Honda's engineers as it did in Tadao Baba when he oversaw the Blade's launch in 1992. But that original was no flash in the pan and, 16 years later, it's still blazing trails as the current British and World Superbike champion.

Bladeday2 is a celebration of all things Fireblade: a chance to ride the Donington circuit with Ron Haslam, witness amazing Fireblade stunt shows, enter your Blade in various competitions and meet Fireblade riders past and present like Phillip McCallan, Jim Moodie, John McGuinness, Leon Haslam, Cal Crutchlow, Steve Brogan and Guy Martin.

If the first Bladeday was anything to go by, Bladeday2 is going to light up Donington Park on Friday 23rd May like never before; followed over the next three days (24th-26th May) by the flying sparks of round four of the British Superbike championship.

Entry is just £10 per adult on the day plus another £10 if you want to ride your Fireblade around the circuit. However, track space is limited, so be there early to avoid disappointment - gates open 9.00am.

PLEASE NOTE: There are no credit/debit card facilities available, so please bring cash.

For further details, visit www.honda.co.uk/bladeday2



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Fireblade

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TIMETABLE

BENNETTS BRITISH SUPERBIKE CHAMPIONSHIP BRANDS HATCH GRAND PRIX CIRCUIT 10/11 MAY

SATURDAY MAY 10

09.00 – 09.10	MRO Superteen Free Practice
09.15 – 09.30	MRO Triumph Triple Challenge Free Practice
09.35 – 09.55	MRO Superstock 1000 Qualifying
10.00 – 10.20	MRO SS600 Qualifying
10.25 – 10.40	MRO Superteen Qualifying
10.45 – 11.00	MRO Triumph Triple Challenge Qualifying
11.10 – 11.40	2008 BENNETTS BRITISH SUPERBIKE CHAMPIONSHIP Free Practice 1
11.50 – 12.15	Fuchs-Silkolene British Supersport Free Practice 1
12.20 – 12.40	Relentless British 125GP Free Practice 2
Interval	
13.10	MRO Superteen race 1 6 laps
13.35	MRO Dyna Pro SS600 race 1 8 laps
14.00	MRO Pirelli-Metzeler Superstock 1000 race 1 8 laps
14.25	MRO Triumph Triple Challenge race 1 8 laps
14.50	MRO Superteen race 2 6 laps
15.10 – 15.40	Metzeler National Superstock 1000 Free Practice
15.45 – 16.15	2008 BENNETTS BRITISH SUPERBIKE CHAMPIONSHIP Free Practice 2
16.25 – 16.55	Metzeler National Superstock 600 Free Practice
17.00 – 17.25	Fuchs-Silkolene British Supersport Free Practice 2
17.30 – 17.50	Relentless British 125GP Free Practice 2
18.00	MRO Superteen race 3 6 laps

SUNDAY MAY 11

09.00 – 09.45	Pirelli Pit Walk
10.00 – 10.20	Metzeler National Superstock 1000 Warm up
10.25 – 10.40	2008 BENNETTS BRITISH SUPERBIKE CHAMPIONSHIP Warm up
10.45 – 10.55	Relentless British 125GP Warm up
11.00 – 11.10	Fuchs-Silkolene British Supersport Warm up
11.15 – 11.35	Metzeler National Superstock 600 Warm up
11.45	MRO Superteen race 4 6 laps
12.15	Metzeler National Superstock 1000 15 laps
13.15	2008 BENNETTS BRITISH SUPERBIKE CHAMPIONSHIP 20 laps
14.00	Relentless British 125GP Championship 14 laps
14.30	MRO Triumph Triple Challenge race 2 10 laps
14.55	MRO Pirelli-Metzeler Superstock 1000 race 2 10 laps
15.30	Fuchs-Silkolene British Supersport Championship 18 laps
16.20	2008 BENNETTS BRITISH SUPERBIKE CHAMPIONSHIP 20 laps
17.05	Metzeler National Superstock 600 14 laps
17.40	MRO Dyna Pro SS600 race 2 10 laps

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FOOD & DRINK



SPECIAL OFFERS

FREE
Glass of orange juice



Great British Breakfast
2 x bacon rashers, sausage, egg, baked beans, tomatoes, mushrooms, hash browns, toast/ fried slice plus a hot beverage.
£6.00



Great British Roast
Come and enjoy a traditional Great British Roast at the Kentagon. Roast Turkey, Loin of Pork and a mouth-watering rib of Beef will be on offer together with a selection of fresh and roasted vegetables.
£7.50



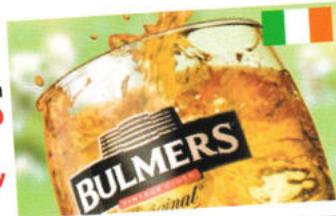
Fresh Deli Bar
A selection of freshly prepared salads, coleslaw, cous cous, roasted Mediterranean vegetables, pasta and cold meats together with freshly baked Paninis & Baguettes to fill as you wish. **From £2.50**



Great British Fish & Chips
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BSB Special Offer - £6.00



Meal Deal
Your choice of Quarter Pounder, Chicken Burger or Fillet of Fish with fries & a regular sized drink - **£5.00**
Available from Fast Lane at Paddock Hill & Colin Chapman Way 07:30 until the end of racing



Bulmers Cider Offer
Exclusive to this weekend, enjoy a bottle of Bulmers refreshing Irish Cider at an even lower price!
£3.00 for 568ml bottle (usual price £3.50)



Kentagon Bar and Restaurant

Friday 9 May

Breakfast 7am - 11.30am
Lunch 12 noon - 3.30pm
Evening Meals 6pm - 9.30pm
Disco from 8pm

Saturday 10 May

Breakfast 7am - 11.30am
Lunch 12 noon - 3.30pm
Evening meals 6pm - 9.30pm
Live Band and Disco from 8pm

Sunday 11 May

Breakfast 6.30am - 11.30am
Lunch 12 noon - 3.30pm
Evening Meals 6pm - 8pm
Bar open according to demand

Grand Prix Terrace

Open throughout the weekend from 7.30 until the end of racing.
Serving all day breakfasts **£5.00**

Hailwoods Restaurant

Friday 9 May

Breakfast 7am - 11.30am
Lunch 12 noon - 3.30pm

Saturday 10 May

Breakfast 7am - 11.30am
Lunch 12 noon - 3.30pm
Evening Meals 6pm - 9.30pm
Quiet Bar 10am - 11pm

Sunday 11 May

Breakfast 6.30am - 11.30am
Lunch 12 noon - 3.30pm
Bar open according to demand

Fast Lane - Paddock Hill & Colin Chapman Way

Open throughout the weekend from 7.30 until the end of racing.



IMPORTANT INFORMATION

Due to the large volume of people leaving the venue immediately after the last race, delays can be expected when exiting the car parks. Let the rush go and take the opportunity to relax with a drink in the Kentagon Bar & Restaurant, which will remain open into the evening allowing everyone to catch up with the day's news.

CONDITIONS OF ADMISSION

Motor racing can be dangerous and persons attending the meeting do so entirely at their own risk. It is a condition of admission that all persons having any connection with the promotion and/or organisation and/or conduct of the meeting, including the owners of the land and the vehicles, are absolved from all liability arising out of accidents, howsoever caused, resulting in damage and/or personal injury to spectators, pass and ticket holders, or to their goods and vehicles.

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Please do not leave litter about the grounds - take it with you. Remember to drive with care and caution when leaving the grounds. To safeguard both competitors and public **ANIMALS ARE NOT ADMITTED**. This is most important.

PROHIBITED AREA NOTICES

The public are not admitted to the areas where these notices are displayed. The fences are there for protection and any person caught trespassing or wilfully damaging trees, fences etc., will be prosecuted by the Promoters.

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All enquiries relating to property lost or found, children lost or found wandering, theft from cars or other signs of tampering, emergency messages for spectators and any other serious problems relating to persons or property, should be directed to the Circuit Office.

Brands Hatch Circuit
Fawkham
Longfield
Kent
DA3 8NG
Tel: 01474 872331

Circuit Operations Manager
Kirstin Brimsted

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Toseland's take on Bennetts BSB

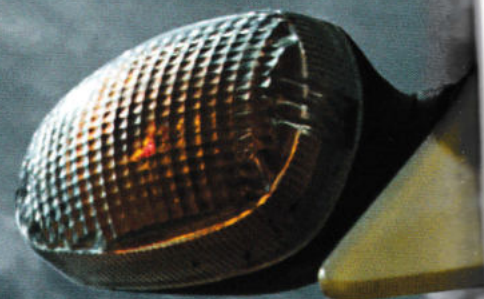
I'm disappointed not to be able to make it to the re-run of the opening round of the 2008 Bennetts British Superbike Championship. Brands Hatch is one of my favourite circuits – particularly since I scored my first ever double Superbike victory here last season – and it's great to catch up with people in the Bennetts BSB paddock who helped me in the early stages of my career.

Hopefully, you're enjoying bright sunshine this time around. I was less lucky and came to the first run of the event, which as you know was snowed off. I did get to enjoy snowball fights with the new Bennetts Babes though! My last visit to Brands Hatch before that was for the final round of the 2007 Bennetts British Superbike Championship. It was exciting racing and maybe most exciting of all was watching the young British talent coming through the ranks.

Looking at this year's team line-ups with Leon Haslam and Cal Crutchlow pairing up for HM Plant Honda, Leon Camier and experienced British contender Shakey Byrne taking up the Airwaves Ducati mantles and Tom Sykes moving to Rizla Suzuki I think the competition will be closer than ever.

Since the last visit here I've obviously been competing in MotoGP. Bennetts kindly gave me a cycle to celebrate my championship victory last year and I've been using that in my training regime. I'm happy with my start to the season and it's nice that I've been able to surprise a few people.

I think the surprise results are always the interesting ones in racing. For that reason, I don't want to put my neck on the line just yet and make a prediction for the 2008 Bennetts British Superbike Champion. I think there will be a few serious contenders, but what I will say is that I'm pretty confident that we'll have a British champion this year.

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- See James Toseland's video diaries as he competes in MotoGP
- See all the latest on the new 2008 Bennetts Babes squad
- Be in with a chance to win a replica of James' MotoGP bike by getting a quote in May through www.bennetts.co.uk*

*Terms and conditions apply. Visit bennetts.co.uk for more details.



Welcome

Hard to believe the difference in the weather, isn't it? The memory (nightmare!) of that incredible snow just five weeks ago seems almost surreal to me now, but I'm so pleased we decided to postpone, so we can all now enjoy what is sure to be a cracking weekend's racing.

I know many of you had fruitless journeys that day and so appreciate the way virtually everyone has accepted the inevitable financial hit on travel and sometimes accommodation that has had to be incurred again this weekend – true Dunkirk spirit!

Of course our grids were all set before the snow arrived, which may well make this a unique event in the history of BSB. There's sure to be a huge amount of support for local hero Shakey Byrne, both on pole and leading the championship on his Airwaves Ducati. On the outside of the front row will be a fit and determined Leon Haslam with his HM Plant Honda, who rode brilliantly to nearly pip Shakey for a win at Oulton Park in race one, but in between it's going to be the walking wounded Cal Crutchlow and Karl Harris, both having been in the wars but fighting on in true BSB spirit! I do hope Karl has a good run – no-one deserves it more. The Rob Mac Yamaha is really competitive and Karl is getting the best out of it.

Heading up row two, Tom Sykes really could be on for victory here, I reckon. The Rizla Suzuki was super-competitive at Oulton Park and Tom looked like he was going to take his first win until he was the victim of Leon's rather ambitious move. If you've never met Tom, do try and say hello – brilliant bloke! Hopefully, team-mate Atsu Watanabe can make good use of his ninth place as his confidence in these very different UK circuits grows – you have to admire him for just parachuting into our world from a lifetime in Japan!

I am delighted with the contribution our terrific new Pirelli partners are making to close up BSB. Adam Jenkinson starring in Thruxton qualifying, James Ellison's stunning second and Stuart Easton's fifth at Oulton Park were all facilitated by equal rubber opportunities for all. And here at Brands Hatch Simon Andrews will also be determined to prove the point on his Lloyds British Jentin Yamaha, from seventh on the grid.

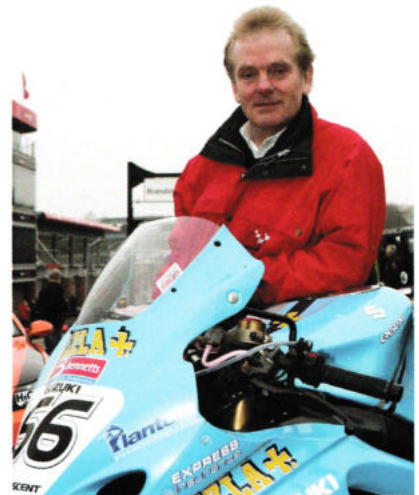
BSB wouldn't be here at all though had it not been for the co-operation of Mike Dommett of BMCRC, whose date this was. We all really appreciate the help of all those in the club and are delighted to provide a high-profile shop window for those races that we have been able to accommodate. Do enjoy them – many of our BSB heroes proved their talent at club level and often at Bemsee events, so go talent-spotting!

We've worked hard to get Brands Hatch recovered from the mud and rain of such an appalling start to the year and hope you'll all enjoy a bumper weekend of bike racing at its best!

Jonathan Palmer
Chief Executive
MotorSport Vision



MotorSportVision



Welcome to the 2008 Bennetts British Superbike Championship from all at Bennetts

Welcome to the first Brands Hatch round of the Bennetts British Superbike Championship from all at Bennetts. We are back to round one despite having already enjoyed two rounds which is certainly a very unusual situation!

In the four years that Bennetts has been involved with British Superbikes I don't think we have ever had to contend with such severe snow but there's a first for everything. Let's hope that the weather will be kinder to us this time.



Kal Samra
Managing Director
Bennetts

I personally am delighted that MSVR has been able to organise this re-run. Although the riders may be tired since it is only a few days since Oulton Park, it is admirable that the teams and the organisers have all made such a big effort to participate in this replacement event. I am so glad that the fans have the opportunity to come back and see the final racing day that they missed out on.

We are looking forward to some great racing and things are just beginning to hot

up in the series. How the season will end though is still anyone's guess. I am certain it will be as exciting and action packed as ever.

On behalf of the whole Bennetts team, I would like to wish all the riders and all the teams the best of luck for the Brands Hatch round of the 2008 Bennetts British Superbike Championship.

We are looking forward to some great racing and things are just beginning to hot up in the series. How the season will end though is still anyone's guess. I am certain it will be as exciting and action packed as ever.

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Shakey steals a march

There has been drama at Thruxton and Oulton Park so far this season reports Larry Carter

With three wins and a second place out of the four races run so far this season, Airwaves Ducati rider Shane 'Shakey' Byrne has already grabbed the Bennetts British Superbike Championship by the scruff of the neck going into this weekend's rescheduled meeting here at Brands Hatch.

Just five short weeks ago, the 31-year-old Zurich-based Londoner was looking to chalk up his first points of the year. Then, the heavens opened and the opening event was snowed off. Since then, it certainly has been the Shakey Show with a superb victory in the first race of the season at Thruxton and then last Monday, he boxed off a superb

double victory in typical British Bank Holiday conditions at Oulton Park.

The net result is that Byrne leads the championship by 39 points from his Airwaves Ducati team-mate Leon Camier, who scored his first podiums for over a year at Oulton Park, with third place being disputed by both HM Plant Honda's Cal Crutchlow and the North West 200 Ducati of Michael Rutter who are just a single point adrift of Camier.



Shane Byrne is in great form and leads the championship heading to Brands Hatch



Tom Sykes and Leon Haslam battle before their controversial clash



James Ellison went well at Oulton Park



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Michael Rutter has enjoyed an encouraging start to the season

Not that we'll be expecting the former British Supersport Champion Crutchlow to add to his tally as he's likely to be out injured this weekend following a crash in the second race at Oulton Park which left him with ligament damage to his ankle. Crutchlow, the only other rider to win a race apart from Byrne, set pole position up in Cheshire as the teams dodged the showers, but he couldn't convert that into serious points as a slip in race one saw him slide off the Honda Fireblade before remounting to claim sixth and then disaster struck in race two also meaning he could be out for a month.

Honda's misery was compounded further when Leon Haslam was controversially excluded from the second race after a clash with the Rizla Suzuki of Tom Sykes. Both riders had scored well in the opening race, with Haslam taking his first podium of the season, as Sykes slithered back to fifth on a rapidly drying track. Race two saw the pair, who had inadvertently clashed at Thruxton two weeks previously, go for the same piece of tarmac at Hislop's on lap 10 and the result was Sykes hit the deck as Haslam ran onto the grass, but continued to finish fourth.

After investigation by the race stewards, it was decreed that Haslam be excluded on the grounds of careless riding, much to the disdain of the HM Plant Honda crew. Haslam was less than enamoured of the whole affair and it left the fans split in their opinion. Some thought it was a fair move and as such, a racing incident; others thought it smacked of desperation and exclusion was fair justice. Either way, it left the Derbyshire rider 62 points adrift of the championship leader meaning he can't afford too many more hiccups if he's to land his first title.

Michael Rutter couldn't reproduce his double podium form of Thruxton and had to settle for a best result of fourth, but the rider who surprised many was the former BSB Privateer's Cup Champion James Ellison. He brought the Hydrex Bike Animal Honda home in an amazing second place amidst the expensive debris and such is the competitive nature of the series, he's just 10 points off second place in the standings.

Former Supersport Champions Michael Laverty for Relentless TAS Suzuki and the MSS Discovery

Kawasaki of Stuart Easton has shown great consistency so far this year and are places sixth and seventh, just ahead of the hapless Haslam, who heads his nemesis Sykes by just four points.

So far, 2008 has promised much but delivered little for the jovial Yorkshireman and despite his front running ability, he has nothing more than that fifth place finish at best to his credit. But 'The Grinner' knows it's only a matter of time before the podiums and race wins start coming his way.

In the Daily Star Cup, John Laverty has also won three races on his Buildbase NW200 Ducati to head the standings by 29 points of the STP MV Agusta of Chris Burns going into this weekend's action.

So with Shakey on pole position at his favourite track and obviously the rider on form, the pundits are already writing the headlines but they may want to just hang fire for a moment.

Both Gregorio Lavilla, for the same Airwaves Ducati team back in 2006, and Ryuichi Kiyonari in 2005, won the opening four races of the season to steal a similar march on the opposition and both ended up losing the title so maybe the headlines need to stay on hold just a little longer.

BYRNE IS POLE MAN AT BRANDS

For the first time in British Superbike history, the starting line-up for the two BSB races is known in advance of the event, as qualifying times were set before the snow arrived at Brands Hatch last month.

Here's how the riders line-up, though Cal Crutchlow and Dean Ellison are possible non-starters through injury sustained at Oulton Park:

1. **Shane Byrne (Airwaves Ducati)** 1.25.832
2. **Cal Crutchlow (HM Plant Honda)** +0.323
3. **Karl Harris (Rob Mac Yamaha)** +0.532
4. **Leon Haslam (HM Plant Honda)** +0.720
5. **Tom Sykes (Rizla Suzuki)** +0.809
6. **Leon Camier (Airwaves Ducati)** +1.001
7. **Simon Andrews (Jentin Racing/Lloyds British Yamaha)** +1.094
8. **Michael Rutter (North West 200 Ducati)** +1.142
9. **Atsushi Watanabe (Rizla Suzuki)** +2.061
10. **Michael Laverty (Relentless Suzuki by TAS)** +2.105
11. **Billy McConnell (MSS Discovery Kawasaki)** +2.374
12. **Stuart Easton (MSS Discovery Kawasaki)** +2.412
13. **Guy Martin (Hydrex Bike Animal Honda)** +3.041
14. **James Buckingham (Quay Garage Honda)** +3.089
15. **John Laverty (Buildbase North West 200 Ducati)** +3.115
16. **James Ellison (Hydrex Bike Animal Honda)** +3.227
17. **Scott Smart (Hawk Kawasaki)** +3.260
18. **Tristan Palmer (Tena for Men Honda)** +3.264
19. **Steve Mercer (Bob Farnham Tuning/Sondel Yamaha)** +3.339
20. **Tom Tunstall (Hardinge Ice Valley Honda)** +3.548
21. **Luke Quigley (PDM Suzuki)** +3.596
22. **Dean Ellison (Co-Ordit Yamaha)** +3.669
23. **David Johnson (Maxxis Yamaha)** +3.696
24. **Malcolm Ashley (ARP/MAR Kawasaki)** +3.820
25. **Chris Burns (STP MV Agusta)** +3.895
26. **Martin Jessopp (Riders Racing Honda)** +4.457
27. **Aaron Zanotti (Red Viper Racing Honda)** +4.824
28. **Michael Howarth (Tena for Men Honda)** +5.814
29. **Tom Clarke** -
30. **Leon Morris** -
31. **Brian MacCormack** -

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HM Plant Honda Racing

With double champion Ryuichi Kiyonari now racing in World Superbikes, the defending champions have a pair of new riders to take up the cudgels in the quest for a hat-trick. Aboard the new 2008-specification Fireblades, young-guns Leon Haslam and Cal Crutchlow were amongst the favourites this year and both have had success on Honda machinery in the past. The team is without the factory HRC parts and trick Michelin tyres this year, but otherwise the nucleus of this very experienced team, some of whom won world titles in WSB with Colin Edwards, remains the same. Crutchlow won at Thruxton but crashed at Oulton Park, suffering ankle ligament damage, and Haslam was excluded from the second race in Cheshire.

- **Bike** Honda CBR1000RR Fireblade
- **Team Manager** Javier Beltran
- **Located** Louth, Lincolnshire
- **Pedigree** British Superbike Champions 2006 & 2007



35 Cal Crutchlow



DOB: 27/10/85 – 22 yrs
Lives: Coventry, Warwickshire
Races: 30
Wins: 1
2007 Position 9th

AUTOGRAPH

91 Leon Haslam



DOB: 31/5/83 – 24yrs
Lives: Smalley, Derbyshire
Races: 96
Wins: 11
2007 Position 3rd

AUTOGRAPH

Airwaves Ducati

Another team with a brand new line up for 2008, with former champion Shane 'Shakey' Byrne and promising youngster Leon Camier aboard the evolutionary 1200cc Ducatis. After guiding such luminaries as Troy Bayliss, Neil Hodgson and James Toseland onto the World Superbike stage, the team returned to BSB and promptly won the title in 2005 with Greg Lavilla. Byrne won his one and only British title on Ducati machinery back in 2003 and is the red-hot favourite to add to his crown this year, whilst Camier has overcome serious leg injuries, sustained at Cadwell Park last August, to take his place on the grid. With the inimitable Colin Wright again looking after proceedings and Airwaves backing for a fourth successive season, a combination of the new rules and a pair of decent riders could well swing things in favour of the twin-cylinder machines this year. Byrne is stamping his authority on the series with three wins with Camier up to second in the championship.

- **Bike** Ducati 1098R F08
- **Team Manager** Colin Wright
- **Located** Ashford, Kent
- **Pedigree** British Superbike Champions 1999, 2000 & 2005



2 Leon Camier



DOB: 4/8/86 – 21 yrs
Lives: Wimborne, Dorset
Races: 26
Wins: 0
2007 Position 8th

AUTOGRAPH

67 Shane Byrne



DOB: 10/12/76 – 31 yrs
Lives: Zurich, Switzerland
Races: 152
Wins: 20
2007 Position 5th

AUTOGRAPH

Rizla Suzuki

Another season of change for the official Suzuki representatives with Japanese rookie Atsushi Watanabe lining up alongside the much sought-after Tom Sykes. There's a new team manager, too, with Jack Valentine joining. Watanabe is the reigning All-Japan Superbike Champion and has been sent over to do a job, presumably similar to the one fellow-countryman Kiyonari did twice for Honda. Sykes is back on the make of bike on which he made his name in British Supersport, prior to a debut season on a Honda in BSB last year, where he was so impressive. Now in their seventh straight year of backing from Rizla, with team owner Paul Denning also managing the official factory Suzuki MotoGP team, the squad will be hoping for their first winner's silverware since Shakey Byrne's sole victory in 2006 at Knockhill. So far the promise hasn't been matched, with Sykes crashing out twice (neither time his fault) and Watanabe still adapting to the toughest domestic series in the world.

- **Bike** Suzuki GSX-R1000 K8
- **Team Manager** Jack Valentine
- **Located** Verwood, Dorset
- **Pedigree** British Superbike Champions 2004



14 Atsushi Watanabe



DOB: 22/9/76 – 31 yrs
From: Hamamatsu, Japan
 (lives Bournemouth, Dorset)
Races: 4
Wins: 0
2007: Japanese Superbike Champion

AUTOGRAPH

66 Tom Sykes



DOB: 19/08/85 – 22 yrs
Lives: Huddersfield, West Yorkshire
Races: 32
Wins: 0
2007 Position 6th

AUTOGRAPH

Rob Mac Racing

Ten years after their last BSB crown with Niall Mackenzie, ex-GP racer Rob McElnea has whittled his squad down considerably with multiple BSS Champion Karl Harris being the sole rider this season. In its previous guise of Virgin Yamaha, McElnea's team switched to Pirelli tyres three seasons ago so it could be they have a jump on their rivals on the Italian rubber. With all of Harris' major successes coming as a single rider, it could be the recipe for some overdue success. Indeed, that has been the case with "The Bomber" being on the pace at every round but a bike problem and an horrendous crash at Thruxton were followed by two more non-finishes at Oulton park. He comes here having scored no points.

- **Bike** Yamaha YZF R1
- **Team Owner** Rob McElnea
- **Located** Scunthorpe, North Lincolnshire
- **Pedigree** British Superbike Champions 1996/97/98



5 Karl Harris



DOB 21/10/79 – 28 yrs
Lives Sheffield, Yorkshire
Races: 95
Wins 0
2007 Position 11th

AUTOGRAPH

Hydrex Bike Animal Honda

After a couple of difficult years, Shaun Muir's team returns bigger and stronger with a concerted effort to bid for 2008 honours. Joining long-term sponsors Hydrex are website practitioners Bike Animal. The rider line-up is strong with former MotoGP and AMA Superbike rider James Ellison joining the charismatic Guy Martin. Guy is a whizz on the closed roads and is also planning a full BSB campaign whereas Ellison, the 2004 Superbike Cup Champion, former World Endurance Champion and double European Superstock Champion, hopes he can add to his impressive CV in his first full BSB season in four years. Martin, with his Elvis Presley sideburns, and Ellison, the pin-up with the boy-band looks, are sure to be massive hits with the fans again this year, both on and off the track, and with the latest 2008 Fireblades in their arsenal, with good reason. After handling problems blighted pre-season testing, radical changes allowed them to score top ten placings at Thruxton and Oulton Park. There, Ellison rode the race of his life to come home second.

- **Bike** Honda CBR1000RR Fireblade
- **Team Owner** Shaun Muir
- **Located** Guisborough, Cleveland
- **Pedigree** Podium finishers in BSB, NW200 & TT, Ulster GP winners



7 James Ellison



DOB: 19/09/80 – 27 yrs
From: Kendal, Cumbria
Races: 30
Wins: 0
2007: 11th AMA Superbike Championship

AUTOGRAPH

9 Guy Martin



DOB: 4/11/81 - 26 yrs
From: Kirmington, Lincolnshire
Races: 16
Wins: 0
2007 Position: 27th

AUTOGRAPH

MSS Discovery Kawasaki

The amalgamation of the MSS and Discovery teams continues. Last season, when this, the official Kawasaki UK-backed team was in the doldrums, lessons were learned and they are back for another stab at BSB with two riders who have a proven pedigree, albeit not necessarily in Superbikes. Scotsman Stuart Easton is a former British Supersport Champion. He has flirted with the big bikes although his career has of late been dogged by injury. Australian Billy McConnell won the Virgin Media Cup a couple of seasons back and returns to BSB after a year in BSS last term. A combination of raw talent coupled with their experience on Pirelli rubber could mean they spring the odd surprise this season as the new rules are designed to help teams like this. Easton showed a lot of promise with a pair of top 10 finishes at Thruxton with "Skippy" bagging a top 10 result at Thruxton and Oulton Park.

- **Bike** Kawasaki ZX10-R
- **Team Owners** Nick Morgan and Stuart Simmonds
- **Located** Thorpe-le-Soken, Essex
- **Pedigree** British Supersport Race Winners



3 Stuart Easton



DOB: 21/7/84 - 23 yrs
From: Hawick, Scotland
Races: 15
Wins: 0
2007 Position: 28th

AUTOGRAPH

8 Billy McConnell



DOB: 24/12/86 - 21 yrs
From: Adelaide, Australia
 (lives Hinckley, Leicester)
Races: 27
Wins: 0
2007: 4th British Supersport Championship

AUTOGRAPH

Tena for Men Honda

This team now incorporates the Team Howie Racing outfit (THR), run by former professional rugby league player, Michael Howarth. It started last season in unfortunate style with Howarth crashing in the morning warm-up for the very first round and ruling himself out for the season with a broken leg! Former BSB racer Tristan Palmer returned as a replacement and, despite missing the opening couple of rounds whilst racing in the USA, promptly netted the BSB Cup as top privateer! Howarth is back for 2008, running in the Superbike Cup class with Palmer expected to be one of the front-runners amongst the factory boys. With two solid points finishes at Thruxton and Oulton Park, they will be looking forward to continuing their good start to the season here at Brands Hatch.

- **Bike** Honda CBR1000RR Fireblade
- **Team Owners** Sandra and Darrell Halstead
- **Located** Burnley, Lancashire
- **Pedigree** British Superbike Cup Champions 2007



33 Tristan Palmer 



DOB: 17/8/82 – 25 yrs
From: New Arley, Warwickshire
Races: 56
Wins: 0
2007: British Superbike Cup Champion

AUTOGRAPH

27 Michael Howarth (C) 



DOB: 4/10/77 – 30 yrs
From: Burnley, Lancashire
Races: 22
Wins: 0
2007: N/A

AUTOGRAPH

North West 200 Ducati

The JH Performance Racing Team is backed by Alistair and Adele Kennedy's NW 200 race in 2008. They have teamed up with 11-times winner Michael Rutter as part of the promotion of the great Irish road race next week. Armed with the latest Ducati machinery, Rutter is hoping to bounce back after a couple of poor seasons. He was injured for much of last season, but the Brummie is hoping to land that elusive first-ever BSB title, having finished runner-up twice. Also being drafted into the team is Ulsterman John Laverty, who originally planned to contest the National Superstock Championship, but joins Rutter on the Buildbase-backed 1098 Ducati, and who celebrated a win last season for the team. Rutter was sensational at Thruxton, taking his first double podium for three years, whilst Laverty won both Superbike Cup races to ensure a successful start to the season.

- **Bike** Ducati 1098R
- **Team Owner** John Hackett
- **Located** Coventry, Warwickshire
- **Pedigree** Superbike Cup Race Winners



200 Michael Rutter



DOB: 18/04/73 – 35 yrs
Lives: Brierley Hill, West Midlands
Races: 279
Wins: 25
2007 Position: 12th

AUTOGRAPH

201 John Laverty (Cup)



DOB: 6/7/82 – 25 yrs
From: Toomebridge, Northern Ireland
Races: 18
Wins: 0
2007: 4th National Superstock Championship

AUTOGRAPH

Hawk Kawasaki

Bucking the trend of all-new teams, Stuart Hicken's squad returns with a rider who was in situ at the end of the 2007 season: Scott Smart. Injuries and poor performances by certain riders haven't helped the team's cause in recent seasons but with consistency coupled with experience for 2008, it could be a different story. Who will ever forget Smart's crowning glory for the team, when he beat a stunned John Reynolds to the line at Mondello four seasons ago to record his - and the team's - debut victory? Hopefully, good times are just around the corner once again and it will be interesting to see how Smart goes here at his home circuit.

- **Bike** Kawasaki ZX10-R
- **Team Owner** Stuart Hicken
- **Located** Peggs Green, Leicestershire
- **Pedigree** Race winners in BSB

88 Scott Smart



DOB: 29/5/75 - 32 yrs
From: Maidstone, Kent
Races: 120
Wins: 4
2007 Position 13th

AUTOGRAPH



Come and visit the CJ Team at the Chris Jones Riders Fund Unit situated with the trade stands.

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The Fund was set up in 2006 after the sad loss of talented young racer Chris Jones at Cadwell Park in August 2005. The Fund currently raises money to buy vital medical equipment for the British Superbike Championships. We successfully bought a mobile X-Ray Machine in 2007, which cost £100,000, raised by loyal fans and members of the BSB community.

The next stage for the Fund is to provide an Air Ambulance service at as many BSB rounds as possible, an ultra sound machine which can spot internal injuries and a Medivec bag containing vital aspects a doctor would need trackside. A Medimax Frontline Ambulance has been purchased and will be available at all circuits also.

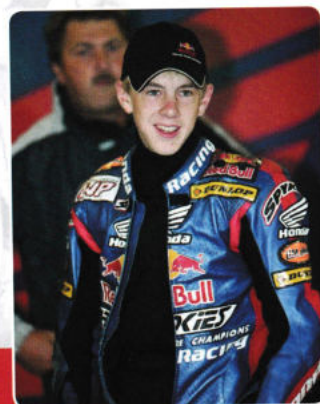
The Fund continues to go from strength to strength and once again we need the support of the true race fans.

Throughout the season you will be able to join in with various exciting activities.

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AIM Yamaha

Front-runners a few seasons back when they ran under the ETI Ducati banner, the team have gained a lot of success on the closed roads in the capable hands of Steve Plater. He returns for another stint, although he is combining BSB with other commitments including the major road races again. The former BSB race winner and British Supersport Champion, and ever-smiling, Plater remains as popular as ever with the fans.

- **Bike** Yamaha YZF R1
- **Team Owner** Alistair Flanagan
- **Located** Middleton, Manchester
- **Pedigree** BSB, NW200 and Macau GP race winners

22 Steve Plater



DOB: 22/8/70 – 37 yrs
Lives: Woodhall Spa, Lincolnshire
Races: 151
Wins: 4
2007 Position 15th

AUTOGRAPH



Relentless Suzuki by TAS

After finishing one-two in last year's British Supersport Championship, the Ulster team has moved into BSB for 2008 although they are very experienced in running such bikes as their road racing history at the TT, NW200 and Ulster GP testifies. Although only 26, Michael Laverty has plenty of British Superbike experience and was a podium finisher a couple of seasons back, so the TAS bike could well be a regular front-runner this season. The Ulsterman scored a best result of fourth at Oulton Park after Leon Haslam was excluded and stands an impressive sixth in the championship.

- **Bike** Suzuki GSX-R1000 K8
- **Team Manager** Phillip Neill
- **Located** Moneymore, Northern Ireland
- **Pedigree** British Supersport Champions 2007

4 Michael Laverty



DOB: 7/6/81 – 26 yrs
Lives: Toomebridge, Northern Ireland
Races: 28
Wins: 0
2007: British Supersport Champion

AUTOGRAPH



Co-ordit Yamaha Racing Team

After dipping their toes in the water previously, the team has signed journeyman racer Dean Ellison to contest the series on a Yamaha R1 in a single-rider squad. Ellison has plenty of experience, including BSB in recent years, and with well over a hundred races to his credit, he should be ideally poised to help the team's transition. With the added incentive of younger brother James to race against, his progress will be interesting. Sadly, though, a big crash at Oulton Park left him with ankle and groin injuries and he faces a battle to be fit for this weekend.

■ Bike	Yamaha YZF R1
■ Team Owner	Pete Bradshaw
■ Located	Cosby, Leicestershire
■ Pedigree	Debut Season in BSB

118 Dean Ellison



DOB	14/11/77 – 30 yrs
Lives:	Coalville, Leicestershire
Races:	130
Wins:	0
2007 Position:	27th

AUTOGRAPH



Lloyds British Jentin Yamaha

The enigmatic Simon Andrews returns for the team that won the Superbike Cup in 2004 with James Ellison. Judging by his occasional flashes of brilliance over the past couple of seasons, Andrews could help Bernie Toleman's team to repeat that success again this season. Despite missing some races mid-season last year due to budget constraints and injuries, the team racked up some good results and with their experience on Pirelli tyres, they should have an advantage over some of their rivals. Andrews has proved to be very rapid already this season but a bike problem at Thruxton and a crash at Oulton Park means that he has only finished 50 percent of the races to date.

■ Bike	Yamaha YZF-R1
■ Team Owner	Bernie Toleman
■ Located	Quedgeley, Gloucestershire.
■ Pedigree	British Superbike Cup Champions 2004

17 Simon Andrews



DOB	14/08/83 – 24 yrs
Lives:	Evesham, Worcestershire
Races:	31
Wins:	0
2007 Position	16th

AUTOGRAPH



SMT Honda

Last season, when SMT Honda chose to contest the main BSB Championship instead of the Superbike Cup with rider Aaron Zanotti, they were regular points scorers and indeed have enjoyed plenty of success in the support classes in recent years. Adam Jenkinson, the former minimoto champion, is a rising star who has been a regular podium finisher in the Virgin Cup and National Superstock Championships in recent times so the time is right to try his hand in BSB. However, after a stunning performance in qualifying and race one at Thruxton, Jenkinson crashed out. The injuries are likely to rule him out until mid-season, so Tom Grant deputised at Oulton Park and was impressive all weekend. He scored a point in race two after a broken gearbox forced retirement whilst in the top 10 in race one.

- **Bike** Honda CBR1000RR Fireblade
- **Team Owner** Robin Croft
- **Located** Skelmersdale, Lancashire
- **Pedigree** Points scorers in BSB

70 Tom Grant



DOB 24/5/88 – 19 yrs
Lives: Shiptonthorpse, Yorks
Races: 2
Wins: 0
2007: 7th British Supersport Championship

AUTOGRAPH



STP MV Agusta

This is another team with experience in the support classes which makes the transition to BSB with the iconic MV Agusta in the hands of former GP rider Chris Burns. The Italian marque is steeped in history and has proved itself competitive against the Japanese bikes in Superstock so it will be interesting to see how it fares in the cut and thrust world of BSB. Burns made a great start to the season with a podium finish at Thruxton and followed that up with a double at Oulton Park to lie second in the Daily Star Cup behind John Laverty.

- **Bike** MV Agusta F4 312
- **Team Owners** Jon Strike & Simon Woods
- **Located** Pontypool, Gwent
- **Pedigree** Points scorers in BSB

45 Chris Burns (Cup)



DOB 12/6/78 – 29 yrs
Lives: Newcastle, Tyne & Wear
Races: 14
Wins: 0
2007: N/A

AUTOGRAPH



Team Maxxis

Having won the British Superbike Cup in 2006 with Chris Martin, the team underwent several rider changes last year before settling with the venerable Australian David Johnson who rides for them once again. 'The Aussie DJ' is a class act who has chased rides for the past few seasons. He has a winning pedigree and with a permanent ride, he should be able to demonstrate his talent further.

- **Bike** Honda CBR1000RR Fireblade
- **Team Owner** John Jameson
- **Located** Liverpool
- **Pedigree** British Superbike Cup Champions 2006

68 David Johnson



DOB 16/4/82 - 26 yrs
Lives: Adelaide, Australia
 (lives Hinckley, Leicestershire)
Races: 19
Wins: 0
2007: 36th

AUTOGRAPH



Red Viper Honda

Having formed the team at the start of 2007, Ady Butterworth and his crew have a valuable year of experience under their belts, having finished just outside the top 20 with Chris Martin. Former Superstock race winner Aaron Zanotti has joined the team this year after a superb debut in the BSB class last season. He gained experience of Honda machinery towards the end of the year which should help him to go well.

- **Bike** Honda CBR1000RR Fireblade
- **Team Owner** Ady Butterworth
- **Located** Warrington, Cheshire
- **Pedigree** Points scorers in BSB

64 Aaron Zanotti



DOB 18/6/81 - 26 yrs
Lives: Loughborough, Leicestershire
Races: 30
Wins 0
2007 Position: 26th

AUTOGRAPH



MAR-ARP Kawasaki

Experienced Malcolm Ashley began racing in 1994, enjoying success at club level before moving into the National Superstock series in 2003. From there, he progressed to riding a Ducati in BSB taking his first (and only) win at Oulton Park in 2005. He ended that year fifth overall. Ashley is a genuine privateer who prepares his own bikes as well as running the team and racing. He is one of the nice guys in the paddock and regularly mixes it with the works boys and was again on the podium at Thruxton.

- **Bike** Kawasaki ZX10-R
- **Team Owner** Malcolm Ashley
- **Located** Hinckley, Leicestershire
- **Pedigree** Superbike Cup race winners

111 Malcolm Ashley (Cup)



DOB 15/11/69 – aged 38
Lives: Stoke Golding, Leicestershire
Races: 84
Wins 0
2007 Position: 4th British Superbike Cup

AUTOGRAPH



TAG Honda MAC Racing

An all Irish team sees rider/owner Brian McCormack team up with former top 250cc rider Hilton Hincks as team manager as they are set to clock up the miles crossing the Irish Sea! McCormack has been a regular in the Irish Superbike Championship in recent years, and scored Superbike Cup points on three occasions in BSB last year on a near-stock Honda. He began this season racing at Daytona to good effect, so shouldn't be underestimated.

- **Bike** Honda CBR1000RR Fireblade
- **Team Manager** Hilton Hincks
- **Located** Tramore, Co Waterford, Ireland
- **Pedigree** Runners-up Irish Superbike Championship

99 Brian McCormack (Cup)



DOB 14/12/83 - 24 yrs
Lives: Waterford, Ireland
Races: 6
Wins 0
2007 Position: 9th British Superbike Cup

AUTOGRAPH



Hardinge Ice Valley Motorsport

Rider Tom Tunstall served his apprenticeship in the Superteen and British 250cc series, then raced in Europe, returning at the start of last season to contest the British Superbike Cup in which he eventually finished third. He was denied a victory, but accumulated more than a dozen podiums in his 2007 campaign. Tunstall is certainly one to watch this season.

- **Bike** Honda CBR1000RR Fireblade
- **Team Owner** Tom Tunstall
- **Located** Denby Dale, West Yorkshire
- **Pedigree** World Championship Experience



21 Tom Tunstall (Cup)



AUTOGRAPH

DOB 21/6/78 – aged 29
Lives: Huddersfield, West Yorkshire
Races: 29
Wins 0
2007 Position: 3rd British Superbike Cup



Riders Honda

Riders Honda ran a Ducati in British Supersport with considerable success last season, and have purchased the ex-Stobart Hondas. They contested the final round of BSB last year as a toe-in-the-water exercise for this season. The bike is always immaculately turned out and with West Country youngster Martin Jessopp at the controls, there is no reason why they can't be at the cutting edge this season, as indeed he was with a podium finish at Thruxton.

- **Bike** Honda CBR1000RR Fireblade
- **Team Owner** Phil Jessopp
- **Located** Bridgwater, Somerset
- **Pedigree** Debut Season in BSB

40 Martin Jessopp (Cup)



AUTOGRAPH

DOB 4/11/85 – aged 22
Lives: Yeovil, Somerset
Races: 6
Wins 0
2007 Position: 11th British Supersport Championship



PDM Racing

Luke Quigley is a talented rider with lots of four-stroke experience, including at World Championship level. In recent seasons he has enjoyed success in British Supersport and National Superstock, finishing third twice, as well as the occasional BSB outing. PDM is a professional organisation, preparing the bikes from their south coast workshops. They will draw upon expertise gained in previous seasons of support class racing in BSB and Quigley was a podium finisher at Oulton Park last week.

- **Bike** Suzuki GSX-R1000
- **Team Owner** Terry Kirk
- **Located** Bexhill-on-Sea, East Sussex
- **Pedigree** Debut season in BSB

51 Luke Quigley (Cup)



DOB 21/3/79 – aged 29
Lives: Brierley Hill, West Midlands
Races: 20
Wins 0
2007 Position: 13th National Superstock Championship



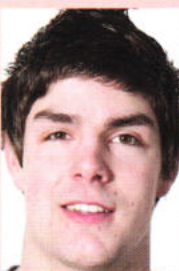
AUTOGRAPH

Quay Honda

Tall Devonian, James Buckingham, has been a stalwart of the Superbike Cup class for many seasons, and landed the crown in 2005. Since then, the much under-rated rider has mixed it consistently with the works teams, grabbing many a scalp along the way. Hampered by injury for much of last season, he still finished runner-up and is favourite to seal a second title riding the bikes on which Gregorio Lavilla started this season's World Superbike Championship. Surprisingly off the pace at Thruxton and Oulton Park, he'll be looking to bounce back here.

- **Bike** Honda CBR1000RR Fireblade
- **Team Owner** Ian Woolcott
- **Located** Braunton, Devon
- **Pedigree** British Superbike Cup Champions 2005

56 James Buckingham (Cup)



DOB 3/7/84 – aged 23
Lives: Ilfracombe, Devon.
Races: 105
Wins 0
2007 Position: 2nd British Superbike Cup



AUTOGRAPH

Bob Farnham Tuning/Sondel Yamaha

Having graduated from club racing into National Superstock last year, Steve Mercer has teamed up with local engine tuner Bob Farnham to run his own team with a brand new R1. Mercer is a former Mellano Trophy winner and should be a thorn in the side of his more experienced rivals as the season progresses, and bounced back from a crash in practice at Thruxton to climb the podium. He won at Oulton Park but then crashed out in the second race.

■ Bike	Yamaha YZF-R1
■ Team Owner	Steve Mercer
■ Located	Maidstone, Kent
■ Pedigree	Debut Season In BSB

63 Steve Mercer (Cup)



DOB	18/3/82 – aged 26
Lives:	Maidstone, Kent
Races:	4
Wins	0
2007 Position:	16th National Superstock Championship

AUTOGRAPH



Team Trimite Brookspeed

Brookspeed move into BSB from a four-wheeled background. The team runs a Dodge Viper in the British GT Championship and expands into motorcycle action with a pair of Ducati 1098R machines for the Airwaves Kick It Up A Gear Scholarship rider Leon Morris and running to fully restricted Superstock technical regulations with the allowance of using racing wheels to accommodate racing tyres. Although only 21, Morris has experience in British 125s and the Virgin Media Cup and was on the podium at Oulton Park to get his, and the team's, season off to a great start. Morris is also receiving advice from Airwaves Ducati Team Manager Colin Wright.

■ Bike	Ducati 1098R
■ Team Owner	Martin Braybrook
■ Located	Southampton
■ Pedigree	Debut season in BSB

10 Leon Morris (Cup)



DOB	25/02/87 - Aged 21
Lives:	Stockbridge
Races:	4
Wins	0
2007 Position:	8th Virgin Media Cup

AUTOGRAPH



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Brands Hatch



Changing Times

It's a new season and a new era in British Superbikes as Dave Fern reports

The Bennetts British Superbike action is a little different for 2008 with 'back to basics' technical regulations, a single-make tyre, increased television coverage and new championship owners.

It is all change, though, with only one thing in mind - levelling the playing field. The aim is to produce even closer racing with wider appeal for the increasing audiences. The championship is now in the hands of MotorSport Vision who plan to capitalise upon what is already Britain's biggest domestic motor sport series.

It took control of the series in February and is responsible for the organisation, promotion and television coverage of the series, having taken over from the previous commercial rights holders, Dorna UK.

This major change comes at an exciting time for the series following the implementation of new technical rules and a control tyre which means all Superbikes will run on Pirelli tyres, who came out on top in a tendering process.

The tyre regulation is introduced in to ensure a fairer supply, as last season, there appeared to be a pecking order amongst the teams as to who received what in terms of product. In short, those at the top end of the championship received the best rubber.

Pirelli will have a minimum selection available to each rider at every championship round, of which there will be three different specifications of dry front and rear tyres. A single specification intermediate and two types of wet tyres will also be available.

In this way, the championship organisers consider that riders and teams will continue to have choice, but overall, there will be equality across the starting grid. This will encourage the skills of the riders to a greater degree, and at the same time close up the racing pack.

The technical regulations have been revised to include more standard parts, and with that a move to more production based machines. This has made it more cost-effective for everyone, something that is reflected by the number of

Jonathan Palmer and Stuart Higgs shake hands on the deal that gives MSV the rights to BSB; amongst the teams and riders, Cal Crutchlow (right) has moved to HM Plant Honda Racing



Pirelli comes on board to provide the control tyre

registrations that have been received, covering machines produced by six of the world's leading manufacturers.

As if these were not sufficiently exciting times already, the shift in power behind the scenes has produced not only plenty of talking points, but also new impetus to drive the championship to new heights, while it is still running at the top. This is the ideal opportunity to kick-start the championship that has grown in stature year-on-year since it was taken over by the Motorcycle Circuit Racing Control Board (MCRCB) in 1995.

Tackling the job, alongside the ever-enthusiastic series director Stuart Higgs, is MotorSport Vision's Chief Executive Jonathan Palmer. He has transformed circuits within the MSV group since taking ownership of them four years ago, and that is the ambition with Superbikes. The intention of MSV is to inject new life into the series as Palmer explains:

"The British Superbike Championship is Britain's most popular motor sport attracting big crowds at the circuits and large audiences on television. On purchasing the circuits in 2004, as soon as I saw my first BSB race I was completely hooked. The racing is incredibly close and full of drama and the top riders really are heroes."

The actual running of the championship events is now also in the hands of MotorSport Vision's racing division, MotorSport Vision Racing (MSVR), which operates from Brands Hatch, while the MCRCB continues as the regulatory body. Television coverage has been reviewed, and a major new platform put in place to deliver continued high level audience viewing figures. MSV have agreed broadcast arrangements with Eurosport and Channel 4 and as a result the Bennetts British Superbike Championship will enjoy an unprecedented amount of both live and delayed UK coverage. Also, for the first time, significant international coverage begins this year, taking the championship to a potential overseas reach of 30 million households in 53 countries.

In the words of the song "the times, they are a changing," British Superbikes is big on appeal, big on business, and these measures are designed to ensure further growth and spectator appeal.

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Niall Mackenzie and local riders Tommy Hill and Scott Smart to sign autographs and talk racing, road riding and safety. Try the Honda Rider Trainer, size up the latest 2008 machines, have your picture taken against a BSB grid backdrop and test

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Ashley at speed. This season, thanks to the rule changes, he expects to be nearer the pace of the front-runners

The underdog

Malcolm Ashley is one of the most dedicated independent riders in BSB. He told Baz Richards about life in the Daily Star Cup

"I've been racing for 14-years, I'm 38-years-old, been married to Claire since 1992 and we have two beautiful girls, Robynn, who's nine and four year old Camara. That would be enough for most blokes. But I love racing and it's in my blood.

"I grew up four miles from Mallory Park and used to cycle with mates to watch Barry Sheene and the other stars in the Race of the Year. We threw our bikes in the ditch and climbed over the fence to get in! The funny part of that was we were all under 16 so we could have got in free anyway! That sowed the seeds.

"Now it's about getting my relatively standard 2006 Kawasaki ZX10 round fast enough to qualify against the might of the factory teams. Hopefully, I'll manage to finish a couple of seconds off pole. I build, work on and then test the bike myself and it's a great feeling and a real sense of achievement when things go well.

"For those who don't know about the Daily Star Cup, which runs within the British Superbike Championship, we are a mix of seasoned campaigners and young blood. We have our own championship to aim for along with podium visits after each race. The championship has been won by Shane Byrne,

Paul Young, Chris Martin, Tristan Palmer and James Ellison, so you can see that it can be a useful tool to further anyone's career.

"Race Director Stuart Higgs loves to see a rider taking part in the most prestigious championship on the planet working out of the back of a van after prepping the bike in the garage and then going back to a full-time job on Monday morning. He's gone on record as saying people can relate to that.

I love racing in BSB. With the new rules and tyre regulations, it may mean that I can compete a little further up the field. The new TV deal may see some of the 'yellow plates' feature more than just being shown when being lapped by the front-runners. Our sponsors need to see us out there just as much as the works teams, probably more so in some cases. Without their financial help there would not be the show as it is now, it's that simple.

"I will also be looking after Russian rider, Roman Stepanov, who will be riding for the same MAR-ARP Kawasaki team, in the Superstock Cup. This has taken our squad in a new direction regarding funding and with Jonathan Palmer's Eurosport deal, and Russia being a big place, who knows - I'd better comb my hair!"



Even being a privateer has its perks



Series Director Stuart Higgs champions underdogs



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Scott Smart may not have had a dream start to the year but is optimistic about the season to come

Smart Thinking

Scott Smart is a huge fan of Brands Hatch and here he explains why he loves it so much

It really is all I can remember of a racetrack from an early age. I was born into a racing family: Paul, my father used to race, and my mum, Maggie, is Barry Sheene's sister, so I spent a lot of my childhood here.

We lived just 13 miles away in Maidstone, and it was here, even when dad had stopped racing, that we used to visit to watch the main

meetings. I never watched Barry race here although we were usually at the track. I was quite young so I would be playing about in the paddock during the racing and missed nearly all of it.

I had my first race meeting here on a Kawasaki ZXR400. The meeting was run by KRC and I had a third and second finish in my class, and then I

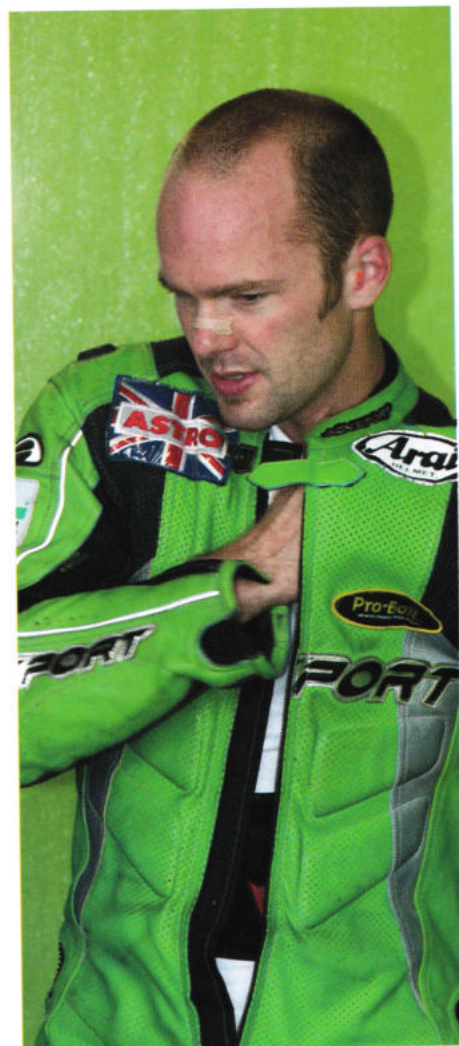
went on to take fourth in the novice race. That wasn't a bad start but a couple of weeks later I raced here at the MCN Pound Day meeting. I had another third and second but ended up fifth in my other ride. My first race win was at Donington Park in the Superteen race that year, so I didn't have to wait too long. Anyway, if I had a bad meeting here I only had to slink off a few miles to get home!

The place has changed a lot even during the time I have been racing. I can remember when there was a six-foot drop into the rear of the garages and everything had to be taken out of the truck on a tail-lift or wheeled around.

The track's safety aspect has had to alter as well because everything is so much quicker now. Dingle Dell has been changed to Sheene Curve as well as having the corner's run-off pushed well back. The place has moved on leaps and bounds, even more so since Jonathan Palmer has taken control.

Brands Hatch is a great circuit if you get your bike set up correctly but you really struggle if you haven't. It is so challenging but is also very sweet if everything is OK. There will be a big improvement with the Hawk Kawasaki bikes this year. The 2008 engine is so much stronger than the previous power unit and with everyone on Pirellis it should make it a more even playing field.

I can't wait to get on track!



Smart is gunning for two good results this weekend



Atsushi who?

Make no mistake, you'll be hearing lots about Japan's Atsushi Watanabe this year. Dave Fern provides the introduction



Rizla Suzuki's star Japanese signing has new circuits, people and culture to get used to

He is the new kid on the block but Atsushi Watanabe comes with a big reputation. He's twice won the Japanese Superbike crown, and he means business, having quickly settled into the Rizla Suzuki team.

Learning the lingo has been the biggest challenge, but with a supportive team around him, he is getting by. And his team-mate, Tom Sykes, has helped make the transition from living in Japan, to moving over here easier.

"He is a very funny and friendly team-mate who I like a lot," explains Atsushi through his interpreter.

"I also have a big respect for his talent as well. We have been having a very good relationship so far to make our bikes competitive together."

Pre-season testing went well, though he continues to face a steep learning curve as he gets to grips with circuits that he has been shown only fleetingly so far by John Reynolds. Previously though, he has heard a lot about them from both Yukio Kagayama and Ryuichi Kiyonari.

"Both of them have told me they are very different from the ones in Japan. Also, they said I would struggle with the weather conditions so



Pre-season testing at Snetterton was limited thanks to the British weather

it won't be that easy, especially in the beginning of the season. Although they told me that, they believe I will definitely enjoy it as they did. Kiyo also advised me I need to be brave at Cadwell Park and I must make the jump but I'm not so sure!"

Atsushi will have some of the comforts of home, with his wife Kana joining him over here, and that means some home cooking as first experiences of the English diet, fish and chips, received a mixed reception:

"I have tried this most typical English food and I like it a lot! Although it's too greasy to eat it often, I might take the batter off, and dip the fish in soy sauce, and eat with the rice in the Japanese way!"

Food is one thing, racing another. Atsushi is here for one thing, and that's to win. Just as his two previous countrymen, Kiyonari and Kagayama have done.

One To One

Q What were your thoughts when you were asked to ride for Rizla Suzuki in the British Superbike Championship?

A I was so happy and excited as my dream had finally come true. I have been trying to find the opportunity to race outside of Japan which was not easy, so I was so happy.

Q Have you visited any of the circuits since you arrived here?

A I have been and had a look at some with John Reynolds. Brands Hatch I know from the practice sessions here in April.

Q What are the things that you will miss most?

A The most difficult thing will be the food as I really love Japanese food. Also my three dogs which I have left in Japan.

Q Have you been to a pub for a drink and do you like British beer?

A I have been to the pub already with my team, and tried several different beers which I really enjoyed!

Q What are your hopes in your first year of British Superbikes?

A I expect to battle in the top group all the time, and hope I can win a race as soon as possible. I would like to finish the season with a better position than Yuki and Kiyo in their first year of BSB.

Q Do you know much about the rival teams and riders?

A I had already met a few guys who came to Japan for the Suzuka 8 Hours. I also have seen all the BSB races on DVD and I have studied all the top riders and their performances.

Q Will your family be joining you for the forthcoming British season?

A My wife Kana will come to live in UK with me this year. It will be hard for her to live in the different circumstances, although she is looking forward to it. We both hope to enjoy our new life in UK together!

Lap it up

Leon Haslam is your guide to a flying lap of the Brands Hatch Grand Prix circuit

■ On a flying lap you exit Clearways in third gear with the rear spinning up as you head towards the pit wall, going through fourth into fifth as you cross the start/finish line at 175mph. You move towards the left of the track while braking as you're parallel to the pit exit, cresting the hill for the entry to Paddock Hill Bend, downshifting two gears into third and cornering at 100mph.

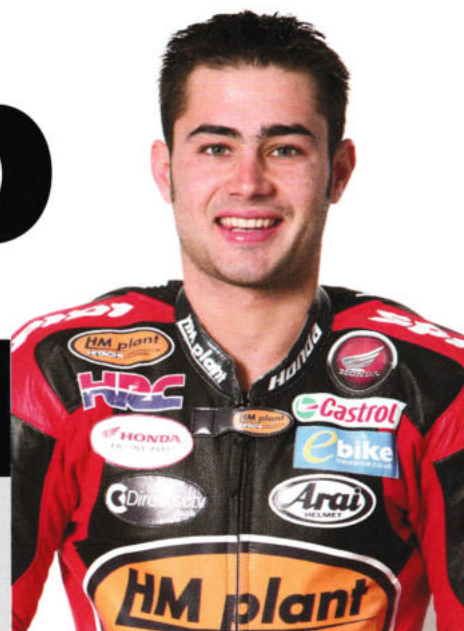
■ I hit a late apex at the top before experiencing the high adrenaline rush of the dramatic plunge downhill with the bike bottoming out. It is so easy to crash out here but it is also one of the most important corners on the circuit as your exit can dictate whether you can challenge for a pass on the entry to Druids or not. You hold third gear all the way up Hailwood Hill hitting the limiter on the way in, depending on the gearing.

■ Druids is a front-end corner taken at 60mph. I use a late entry running the kerb which tightens up at first and getting off the front brake as quickly as I can. On the exit, the track opens up really quickly but I try not to use the entire road as you need to get back to the right for the left hand Graham Hill Bend, a 70mph corner.

■ Here, you have to brake as you are leaning over going into the corner in second gear. It is quite bumpy and the apex is a long way around but you need to get it right for the drag along Cooper Straight in third gear at 130mph before going back to second for Surtees, which is slower at 70mph.

■ There is a bump on the entry here and I tend to scrub off some speed before hitting another late apex with the bike pinned in second on the rise out. But because it is kinked to the right, it tends to help reduce wheelies as you power out and down Pilgrim's Drop, hitting sixth at 180mph as you go under the bridge with the front and the rear of the bike bottoming out before going back to third for Hawthorn Bend.

■ Hawthorn is another awesome corner and it is so important to be fast in, at 110mph, hitting a late apex, and fast out, leaving the bike in third along Derek Minter Straight. I hold third going into Westfield which is bumpy and fast and drops away steeply as well as being off-camber. Another late apex sees you powering out, just nicking into fourth before dropping back to second for Sheene Curve at 70mph.



■ This bend is blind and quick with the bike trying to push over to the left on the exit. You need to only use three quarters of the track because you need to drag it back to the right-hand side for the left-hand, 60mph Stirling's Bend. You need to get it right here so that you get the drive out and down to Clearways. You brake using the cambered banking and keep on the throttle on the exit before powering out.

■ Then it's up two gears as you drop under the bridge before knocking it back a gear for the right at Clearways at 80mph. This is another front-end corner and it's easy for the front to wash out. There is a bump on top of the rise as you enter the corner, then the track drops slightly as you head for the apex with the bike pinned in third. You change up to fourth near the pit wall entry, and then it's into fifth as you cross the line for another lap."

Brands Hatch Grand Prix circuit

■ Length: 2.3009 miles ■ Lap record: Gregorio Lavilla (Ducati) 1m25.724s (96.63mph) ■ 2007 race winner: Gregorio Lavilla (both races)



I hit a late apex at the top before experiencing the high adrenaline rush of the dramatic plunge downhill

WESTFIELD BEND

Gear 3rd
Speed 70mph

DINGLE DELL

Gear 2nd
Speed 70mph

SHEEN CURVE

Gear 2nd
Speed 60mph

STIRLING'S BEND

Gear 6th
Speed 180mph

HAWTHORN HILL

PILGRIM'S DROP

Gear 3rd
Speed 80mph

CLEARWAYS

Gear 2nd
Speed 60mph

DRUIDS BEND

Gear 2nd
Speed 70mph

CLARK CURVE

HAILWOOD HILL

Gear 2nd
Speed 70mph

GRAHAM HILL BEND

Gear 3rd
Speed 130mph

COOPER STRAIGHT

Gear 3rd
Speed 100mph

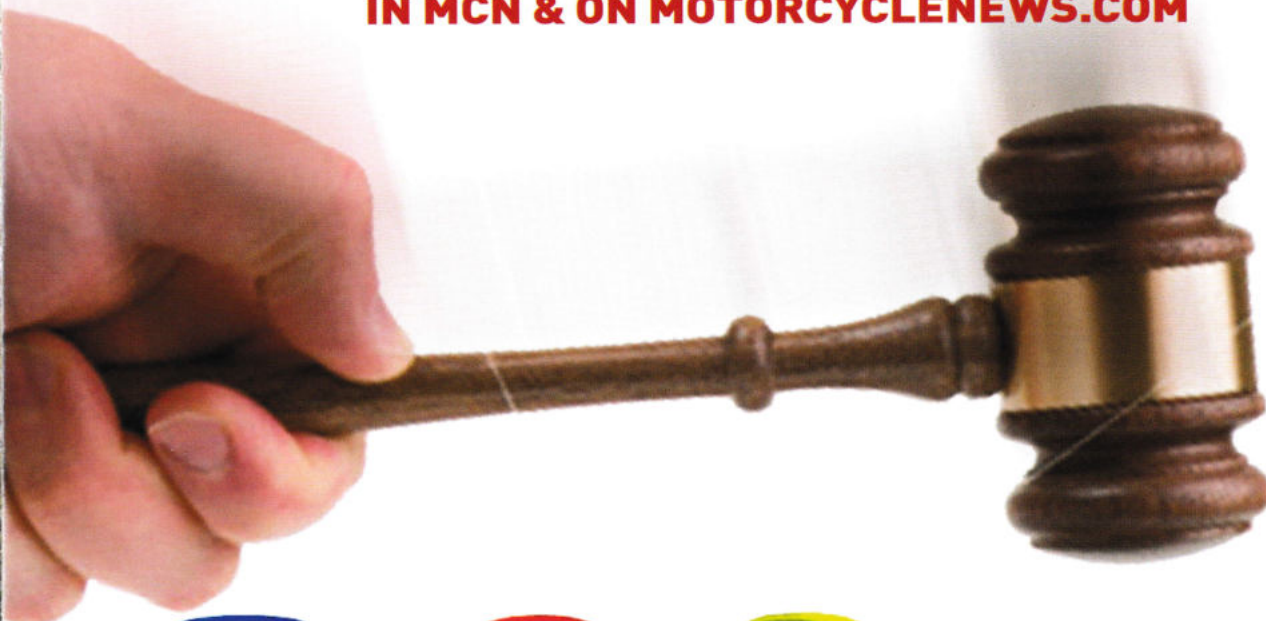
Paddock Hill Bend

Gear 5th
Speed 175mph

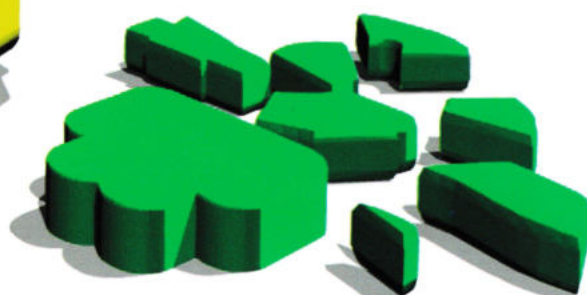
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5 minutes with... James Ellison

After a stint in MotoGP and a season in the USA, racing's pin-up boy, James Ellison, is back in BSB and riding high in fifth in the championship. He spoke to Baz Richards

Q When did you last ride in the British Superbike Championship?

A In 2004. I won the Privateer's Cup on the Jentin Yamaha.

Q How do you feel about this year?

A It's good to be back. I'm excited about this year with the new changes. With us all on Pirelli tyres it should mean that the non-factory guys could be in a challenging position. I know Hydrex Bike Animal Honda will be.

Q How did the ride come about with the team?

A I wanted to come back to the UK and the chance to join Shaun Muir's team came up. I've watched how his team has grown over the last few years and got some of my friends like Peter Clifford and Randy Mamola to put a word in for me.

Q Did you do much pre-season testing?

A Because we were waiting for the bikes, no. We have been to Croft twice; the first time after the bikes had been finished at 2.00am that morning. Everything is mint and all that was promised is there. So no excuses!

Q Do you have any problems coming back to the UK circuits?

A Some of the tracks in the States are far worse than ours here. I enjoy the whole atmosphere of the BSB weekends, although some of the tracks are short and I ideally prefer longer flowing ones.

Q What are your expectations for 2008?

A The team want to run in a constant top six place but that's not what I want. I'm racing to win.

Q Who will be your main rivals?

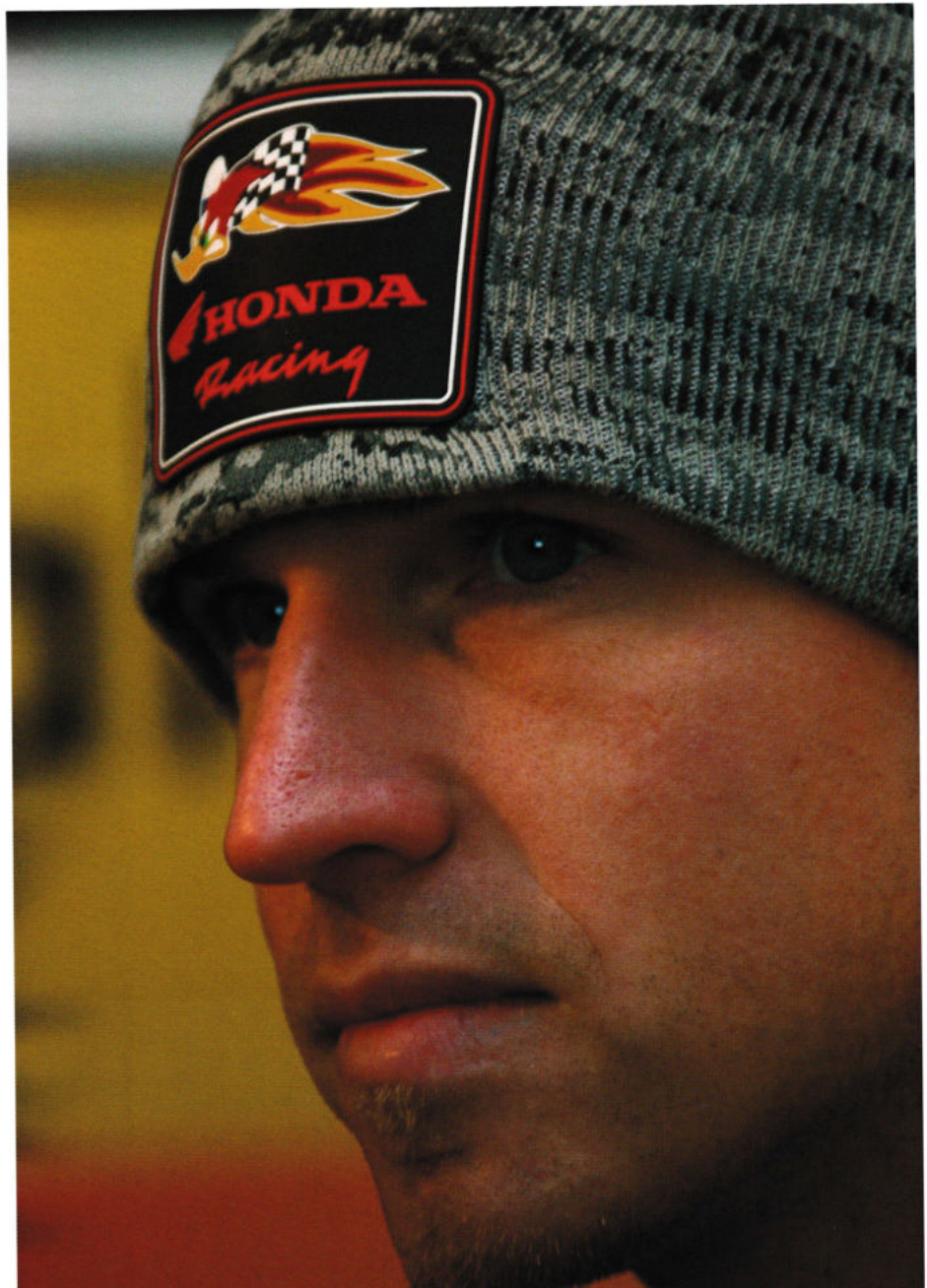
A Shakey will be up there along with Leon (Haslam) and Cal Crutchlow.

Q Who will be with you at the meetings?

A The missus, Sarah, who comes from Texas. We have been together for a year now and she visited the UK last June and over Christmas. We both hope the weather is good this year!

Q Your older brother Dean is back and will be riding against you?

A Yeah. He's had a rubbish few seasons for different reasons but if he believes in himself, he should do OK and he's on a good bike.



Last seen in BSB in 2004, James Ellison is back and looking to remind people in the UK just how good he is



The Hydrex Bike Animal Honda should enable Ellison to run at the front against Crutchlow, Haslam and Byrne

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The Bennetts British Superbike Championship couldn't succeed without the support of its sponsors, suppliers, media partners and broadcasters. Together we are committed to maintaining BSB's position as the best national bike championship in the world and look forward to an exciting new era in 2008 and beyond.

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Lotus, Brabham and McLaren are some of the famous marques lined up for the Grand Prix Masters races. Ford GT40s, Ferrari GTs, Le Mans prototypes and Group C racers will also be out in force together with E-type Jaguars and Mini Coopers. Three days of spectacular racing around Brands Hatch awaits you.

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Coys London will hold an auction of important F1, GT, Sports Racing cars and automobilia during the Festival. Auction starts at 16.30 on Sunday 25 May.

ONLINE TICKET PRICES

Admission Sat (Indy circuit)	£10
Admission Sun (GP circuit)	£16
Admission Mon (GP circuit)	£16
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Grandstand seating	£5

Advance tickets available up until Midday Wednesday 21 May. Postage fee applies.

To book tickets call 0870 950 9000 or visit www.brandshatch.co.uk



Shane Byrne and Leon Camier make a formidable pair of top class riders for Airwaves Ducati

Building success

From a construction company comes a leading Superbike team. Lucy Adams tells the story

Few people would associate a construction company based in Ashford, Kent with the high-octane, adrenalin-fuelled world of Superbike racing. That is until you realise the construction group in question is GSE Group, owners of GSE Racing, one of the most successful Superbike teams in the UK.

GSE Racing was founded by the GSE Group CEO Darrell Healey in 1997. Having supported local Kent riders and backing various teams for six years, Healey decided that the majority of sponsors weren't receiving value for money and felt that the only way he was going to get the best out of Superbikes would be to start a racing team of his own. In 1997, GSE Racing took its first few steps in British Superbikes with Sean Emmett powering to fifth in the championship.

GSE Racing signed Australian sensation Troy Bayliss for 1998. Darrell's relationship with Troy grew from this early partnership and he still manages the double World Superbike Champion now. GSE Racing has since become renowned as a training ground for champions with five of the last seven WSB title-winners having raced for the team, including Troy Bayliss, Neil Hodgson and James Toseland.

The most recognisable face is that of team manager Colin Wright, who joined GSE Racing in 1999. That year, the team won its first British Superbike title, with its second impressively following a year later. Since then the team has notched up three British Superbike Championship titles, two World Superbike wildcard wins and three WSBK top five championship finishes; successes which Colin



Majestic rides put Byrne into the championship lead



Darrell Healey is the man behind the team



Hard work in the garage ensures success on the track

attributes to a great team effort. GSE Racing prides itself on its team-work ethos and the team has one of the lowest staff turnovers in the paddock. Impressively, the nine permanent staff members on the GSE Racing team have notched up 58 years of service between them!

GSE Racing moved into the international arena for 2001 to take on the challenge of World Superbikes. Their assault on the WSBK

Championship saw Neil Hodgson and James Toseland battle with World Champion Colin Edwards and former GSE rider Troy Bayliss, who ended the season with the title. Darrell Healey still cites Troy Bayliss winning the WSBK championship that year and James Toseland's first WSB win in 2003 as his favourite racing memories.

Following a year away from the paddock, GSE

Racing returned to BSB in 2005 in order to win back the title they'd secured in 1999 and 2000. The team returned as the now familiar Airwaves Ducati. From 2005 to 2007 Leon Haslam and Gregorio Lavilla battled at the front of the field. Having won the title in 2005, GSE Racing continued to challenge in 2006 and 2007, narrowly missing out on the titles. In the last three seasons GSE Racing have achieved 53 front row starts, 17 pole positions, 12 one-two finishes and 95 podium place finishes. Amid much speculation about their future GSE Racing announced they would be returning as Airwaves Ducati to the 2008 British Superbike championship in November. Former British Superbike Champion Shane Byrne would be riding the new Ducati 1098R's alongside 21-year-old Leon Camier in a new look Airwaves Ducati team.

It was an announcement that excited many BSB fans, with both riders delighted to be working with one of the best known Superbike teams in the country; an acknowledgement of GSE Racing's professionalism and success in the sport of Superbikes. The season has started well for the Kent based team and there is already expectation in the paddock as to the likelihood of the BSB title returning to GSE Racing and Airwaves Ducati in 2008.



Team Manager Colin Wright oversees the squad



Hero worship

Ever wondered how a top rider masters a Superbike? Steve Plater explained the art to Baz Richards

Steve Plater has been a star on the short circuits for ten years or more. But it has been over the past few seasons that the Lincolnshire rider has pushed the boundaries out on the road circuits, too.

He has wins at the North West 200 and Macau to his name as well as becoming the fastest newcomer ever around the Isle of Man course during last year's TT at almost 126mph.

So how does he have to alter his riding style to make the change?

"A lot of it is down to experience. You have to get your head in gear and realise that you have to keep off the ragged edge on the roads. I'm riding in this year's world endurance series also and it is much the same. In a 24 hour race I will



Plater is successful on road courses as well as circuits

be on track for between eight and nine hours in total and I put the same principles together as on the roads.

"You have to let things happen naturally and not push too hard, just let the bike and your rhythm flow. In BSB, though, you have to be right on the ball from the lights, dragging everything through the corners, lap after lap, all the way to the end of each race.

"The NW200 and Macau are different to the TT in as much that they are mass starts and you have to be aggressive in the early stages but still keep logged on to the fact that they are road circuits, where falling off isn't an option. With the TT, you start on your own and you have to identify the difference between there and the other road circuits. You can't drag speed out of the woodwork; it has to come to you naturally. I'm enjoying it but I have some way to go before I'm up with the likes of John McGuinness.



Steve Plater made his TT debut last year to good effect



Plater can scratch with the best

"I am riding for Alistair Flanagan's AIM Racing Yamaha team again this season and that bike suits my style. We have fine-tuned it over the past couple of seasons to fit me like a glove. For the BSB meetings, we are all on Pirelli tyres which will make a little difference. Mine and a lot of the other machines have over 200bhp at the rear wheel and it should be a level playing field. You need to conserve the tyre wear and that may be the key to success so riding styles may have to be altered.

"You never stop learning how to ride a bike and your style evolves no matter what type of circuit you are on. At places like Brands Hatch, if I make a mistake and peel in too early or run a rumble kerb on the exit, I can get away with that, but on the roads, I'm in a wall or wrapped around a lamp-post so you have to allow for that margin.

"I try to get the bike as upright as possible as soon as I can. That way, the fatter part of the tyre is making contact with the road and there's less chance of a highside whilst getting the power on early, and I get as much braking done upright as that way, I don't carry too much front brake into a corner which reduces the chance of a front-ender.

"You read articles about how they used to have to wrestle the 500s around and even nowadays, despite all the electronics, you see how hard it is to race MotoGP bikes. And you look at contrasting styles such as Toni Elias who hangs off the bike like a psycho and then Rossi, who is much more planted, it's amazing to look at the different styles."



The riding style on a road course is different from that at Brands Hatch. There are no run-off areas, for example



The rewards of a rider's bravery!



Ben Wylie aims for glory in the Fuchs-Silkolene British Supersport class

Best Supporting Act...

The support classes will be producing action aplenty.
Larry Carter reports

As we have already seen at both Thruxton and Oulton, it promises to be another entertaining year for race fans with the entry lists for each of the support classes looking very strong and complementing the 32 bike BSB grid tremendously.

In the Fuchs-Silkolene British Supersport class, former front-runner and reigning Superstock Champion Glen Richards made history when he plonked a British bike on pole at Thruxton and he is one of the favourites on the MAP Embassy Triumph, alongside HM Plant Honda's official entry of Steve Brogan who won at

Thruxton. Runner-up last season, Ian Lowry (Relentless TAS Suzuki) and TT legend John McGuinness go well here at Brands Hatch but it was South African Hudson Kennaugh who set pole before we were snowed off last month. The race sees the incorporation of the Supersport Cup once again with Matt Whitman and Craig Fitzpatrick starting as favourites.

Double-shifting like a number of riders this season, Steve Brogan sits on the pole in the Metzeler National Superstock 1000 Championship but a repeat of his Thruxton victory will not be easy with riders of the calibre of Adrian Coates, Marshall Neill and Jon Kirkham all present on the front row.

Identifying front-runners for the all-new and oversubscribed Metzeler National Superstock 600 Championship may not be so easy but expect reigning British 125cc Champion Luke Jones to be in the mix as he was at Thruxton. Fellow 125cc refugees Sam Neate, Ant Rogers and Nikki Coates could do well as too could former R6 Cup winner, Robbie Brown. Jay Dunn is another young upstart to watch out for too.

Now recovered from injury, former champion

Michael Wilcox heads the entry list for the Relentless British 125GP Championship that incorporates the ACU Academy Cup for riders between the ages of 14 and 16. Sure to challenge are talented youngsters such as part-time GP racer Matt Hoyle, Lee Costello and Jay Lewis. Ulsterman Paul Jordan is already a winner this season and watch out for Catherine Green who just missed out on the front row here during qualifying last month.

Full grids and quality line-ups make for unmissable action.



Nicole McAleer gets quicker all the time in the 125s



Chris Martin leads the pack into Old Hall Corner



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Bemsee began in 1909 and is still providing great national racing

BEMSEE

There are some welcomes guests this weekend. Terry Howe tells all about Bemsee

Although this weekend's races are organised by the Motorcycle Racing Organisation (MRO), it is affiliated to the British Motorcycle Racing Club and all involved this weekend are members of the BMCRC. Many just refer to the organisation as Bemsee, which is a contraction of the letters BMCRC and is the name by which the British Motorcycle Racing Club is known amongst all its riders and supporters.

The club was formed in March 1909 at Carlton House, Regent St, London, headquarters at the time of the British Automobile Racing Club (BARC). The first race meeting was held at Brooklands on 18th April 1909, and, by chance, on the same weekend in 2009 the BMCRC will

be celebrating their centennial event at Brands Hatch. On that early date at Brooklands, over 60 spectators turned out to watch handicap races and hill climbs. The winner of the two lap handicap races could win a pound!

The BMCRC continued to organise race meetings at Brooklands, running long distance two hundred milers and the Hutchinson 100 handicap races, but the mainstay of the programmes throughout these years until the Second World War were Lightning handicaps held over three, five or 10 laps of the Brooklands outer circuit.

After the Second World War Brooklands wasn't restored as a racing circuit so the BMCRC

organised race meetings at all the major circuits throughout the UK, but, for a long time, had no permanent home. Their headquarters were at times Haddenham, Dunholme Airfield in Lincolnshire, Silverstone, Croydon (for the Crystal Palace circuit), Brands Hatch and most recently Lydden Hill. During the 60s and 70s the British Motorcycle Racing Club organised the Hutchinson 100 road races here at Brands Hatch. The prize for the winner of the 'Hutch' was the Mellano trophy valued at 250 guineas when it was presented to the BMCRC by Mr A.V. Mellano of the Hutchinson Tyre Company in 1925. This trophy is to this very day a priceless and most treasured award. For the 11 years in which the Hutch was staged by Bemsee at Brands Hatch, it was run on the reverse direction, anti clockwise both on GP and Indy circuits.

In 2000 the MRO was formed and initially ran as a championship in its own right. The idea then was, as it remains today, to provide riders with a career progression platform and move on if they wish to their chosen level of the sport. An early example of a MRO race programme would include many of the classes running here this weekend. But in these early days Aprilia were very supportive with championships for RSV 1000, RS 250 and RS 125 Superteen and it was in these early MRO Aprilia championships that the reigning World Moto GP Champion Casey Stoner cut his teeth.



Chase Collyer is a front-runner in SS600



David Pearce heads the Superteens pack



Superteens star Jack Blake could be a winner here



Mark Cringle is one to watch in the Triumph class



Liam Lyon takes on the SS600 pack

MORE RACING MORE ACTION

**There are some welcome guests this weekend.
Terry Howe tells all about Bemsee**

Now in April meant that the opening rounds of the Bennets British Superbike Championship needed rearranging, and, after discussion between MSV and the BMCRC-MRO (which had already booked the circuit this weekend), an agreement was reached to allow both events to merge and provide a bumper weekend of racing. The four MRO Championship races down to appear this weekend could do so as championship point scoring guest races.

This weekend offers the latest round of the highly-successful Triumph Triple Challenge. The championship, designed specifically for the spectacular Triumph Daytona 675, delivered excitement in last year's nine-round championship and another wide and varied entry of competitors for this season have already delivered thrills and spills and is all set to do battle in round three of the series here at Brands Hatch.

This season's challenge differs slightly from last year's inaugural series. The overall championship has been dropped and a two-tier situation has been adopted comprising the Michelin Young Guns, which is a series for riders between the ages of 16 and 24, and the TDG Cup that will be contested by competitors 25 years and over.

Not since the early days of the MRO has there been a championship for Superstock, but this season thanks to the support from Pirelli-Metzeler the MRO Superstock 1000 series is going down well and this weekend a full grid will contest round three over two races.

This is a controlled-tyre series, run to BMCRC regulations with an eight lap and a 10 lap race both counting towards the championship title.

One way or another the BMCRC-MRO have been there from the beginning and this weekend once again they are providing facilities for the young as they have done for the last 16 years. The SuperTeen championship, a series initially developed jointly by Motorcycle News and the Motorcycle Race Promoters Committee, made its debut at the Snetterton Race of Aces meeting in July 1991.

Although the series was planned by MRPC, the meeting was organised by the British Motorcycle Racing Club and was officiated at by many of the officials who are involved with the MRO races here this weekend. Because rain washed out the first round of the series at Thruxton it was down to the BMCRC to manage the very first MCN SuperTeen race at Snetterton on the 13/14 July. The same purpose applied then as it does today - to produce home grown talent good enough to get into the GP limelight.

The race format for this season's Dyna Pro MRO Supersport 600 championships has changed from last season's two distance races to a four race per round system with two scratch races and two longer races all point scoring. There is a Clubman Championship being raced within and many of these riders are extremely talented and will be contesting the overall positions in this two race event. This Dyna Pro supported championship is usually raced over four races per round.



Triumph Triple Challenge rider Jack Sim hopes his rivals have this view!

There's still plenty of action to come at Brands Hatch this season. These are some of the 'must-see' dates that should definitely be in your diary.

- 1 Masters Historic Festival – 24/25/26 May**
Grand Prix cars from the 1960s and 1970s and sports cars from yesteryear feature in the biggest historic motorsport event at Brands Hatch in 2008. Featuring classic car displays and a Coys auction for important F1, sports car and GT automobilia.
- 2 British F3 & GT Championships – 12/13 July**
Some of the world's most exotic machinery can be found in the British GT Championship, including marques such as Ferrari, Porsche, Lamborghini and Aston Martin. Also on the bill are the F1 stars of the future doing battle in the British Formula 3 Championship.
- 3 FIA World Touring Car Championship – 26/27 July**
World-class touring car racers return to Brands Hatch with triple champion Andy Priaulx once again carrying the hopes of the British fans. Last year he took a sensational race win on the Grand Prix circuit, beating big name rivals like Alain Menu, Gabriele Tarquini and fellow Brit James Thompson.

- 4 HANNspree SBK Superbike World Championship – 1/2/3 August**
The HANNspree Superbike World Championship returns to Brands Hatch in August for the biggest two-wheel fixture on the calendar. A combination of the world's best bike racers and a fantastic summer party atmosphere makes this an event not to be missed!
- 5 DTM – 29/30/31 August**
It's Audi versus Mercedes in one of the closest touring car battles in the world. These fire-spitting monsters are the fastest tin-tops to race at Brands Hatch this year, and the spectacle of the super-fast pit stops is something that can usually only be witnessed in Formula 1.
- 6 HiQ MSA British Touring Car Championship – 20/21 September**
The 50th anniversary season of the ever-popular British Touring Car Championship concludes at Brands Hatch on the fast and frenetic Indy circuit. It's likely the title will be decided here in Kent so make sure you don't miss this crucial round!
- 7 Bennetts British Superbike Championship – 10/11/12 October**
The biggest national bike championship in the world reaches its conclusion at Brands Hatch in October. Can Leon Haslam or Cal Crutchlow stop Shane Byrne from claiming his second-ever BSB title? The last three seasons have gone down to the wire, so the chances are the championship will be settled at Brands Hatch.
- 8 Truck Superprix – 1/2 November**
These mighty machines have to be seen to be believed! A firm favourite with race fans, these monster racers provide some of the most entertaining action of the year. Capable of 100mph and faster than a Porsche 911, the 2008 season comes to a spectacular conclusion with the battle of the big boys!



NO	RIDER	HOMETOWN	MAIN SPONSOR	MACHINE	CC	TYPE
3	Jack Blake	Romford	Hyside Motorcycles	Aprilia	125	RS
9	Jordan Wainwright	Thamesmead		Aprilia	125	RS
11	Wayne Ryan	Romney	Marsh Havoc Racing/P.Arter & Son	Aprilia	125	RS
12	Ashley Jones	Whitby	The Hunstman Inn	Aprilia	125	RS
16	Paul Neal	Basingstoke		Aprilia	125	RS
18	Robbie Britchford	Portsmouth		Metrakit	80	
20	Jason Douglas	Larkhall		Metrakit	80	
24	Ty Jones Maesteg	Berkshire	Motorcycles	Aprilia	125	RS
25	Matthew Paulo	Glasgow	County Properties	Aprilia	125	RS
27	Lee Jackson	Lincoln		Aprilia	125	RS
29	Kingsley Ruddy	Barnsley	J&S Accessories	Aprilia	125	RS
34	Stephanie Waddelow	Ely	SS Racing/Signal UK	Aprilia	125	RS
37	Ryan Cringle	Douglas, IOM	Cringle Racing Ltd	Aprilia	125	RS
38	Niall Campbell	Glasgow	Kinpac	Aprilia	125	RS
40	Patrick Farnham	Borough	Green	Aprilia	125	RS
44	David Pearce	Onchan, IOM	Chardaid Dev. Ltd	Aprilia	125	RS
47	Nick Anderson	Umberleigh	NMA Flooring	Aprilia	125	RS
55	Tommy Philp	Slough	Berkshire Motorcycles	Aprilia	125	RS
56	Alex Olsen	Rochester		Aprilia	125	RS
61	Daniel Booth	York		Aprilia	125	RS
62	Alex Vella	Lakenheath		Aprilia	125	RS
66	Kasey Wyatt	London		Aprilia	125	RS
69	Joshua Harland	York		Aprilia	125	RS
74	Tommy Dale	Romford		Aprilia	125	RS
83	Danny Buchan	Burnham	Quest Racing	Aprilia	125	RS
89	Fraser Rogers	Weston S-Mare	Minimoto Racing	Aprilia	125	RS
95	Luke Hedger	Yate	First Choice Flooring/HBR Racing	Metrakit	80	

Regulations

This class is open to machines up to 125cc capacity of any manufacturer originally made from 1999 onwards that have been designed and produced for use on UK roads, have officially been imported to full UK specification and have been homologated with full fairings. The only exception to this is the 80cc Metrakit with respect to it not having been produced for use on UK roads. Unfair machines are not eligible. The overall maximum allowable power output for this class is limited to 30 bhp as measured on the rear wheel. The minimum post race weight of each machine (without rider) is limited to 102 kgs, or in the case of the Metrakit 65 kgs.

The Bikes

There are no restrictions on bike colour and livery, but these machines are subject to considerable alterations. Items that must be altered include the disconnection of headlight, rear light turn indicators and horn. Rear view mirrors must be removed as well. The main stand safety bars and side stand must be removed, while in the engine department all drain plugs that retain oil pressure must be drilled and wired into position. Oil filters, oil and petrol caps should be secured to prevent leakage. A rear chain safety foot guard must be fitted and front and side facing numbers must be displayed in accordance with the current ACU specifications.

Tyre Restrictions

There are no control tyre restrictions, but treaded tyres are a requirement. Any make of treaded, patterned tyre that has been produced for use on UK roads is allowed. Untreaded slick racing tyres, hand-cut slicks and those marked not for highway use are not allowed. The use of tyre warmers is not permitted in the assembly areas or on the grid.

Eligibility

All riders must be registered for the championship. All riders must be aged between 12 years and 18 years on the 1st of March 2008.

Points

Points are awarded to the first fifteen riders in both races on the following scale: 25-20-16-13-11-10-9-8-7-6-5-4-3-2-1. There are no bonus points for pole position or fastest laps. The championship consists of twelve meetings for 2008, but this class doesn't visit Mallory Park due to space restrictions, so a double-header will take place at Brands Hatch at the end of the season. All rounds count towards the championship.

Qualification

On this occasion the grid is derived from one qualifying session held on day one of the meeting. A competitor's fastest time counts in determining the grid. The rider posting the fastest time at the end of the final qualifying session is awarded pole position at the front of the grid with subsequent riders lining up in order behind

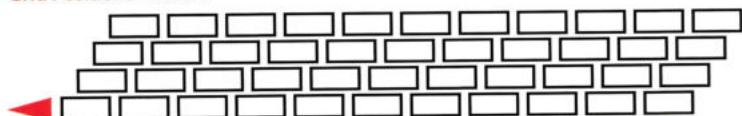
Points

Points are awarded to the first fifteen riders in all races on the following scale: 25-20-16-13-11-10-9-8-7-6-5-4-3-2-1. The championship has 10 rounds with all four races counting towards the championship. The next round will be at Silverstone on 24/25 May.

Ones to Watch

For this latest batch of youngsters with ages ranging from 12 to 18-years-old, the ultimate prize remains the same, but this weekend will give them just a taste of racing on a grander stage. Riders aiming to impress include Jack Blake, the Motivations College Student from Romford, David Pearce from Onchan; the former junior motocross champion likes to train with Neil Hodgson during the winter on the IOM. Steph Waddelow, the 16-year-old schoolgirl from Ely scored three wins in the last round at Cadwell Park, former junior motocross rider Danny Buchan and reigning National MiniMoto production champion Alex Olsen will be rapid. Patrick Farnham the 15-year-old son of engine tuner Bob Farnham will be worth watching, as should Jordan Wainwright, the youngest of all three Wainwrights on view this weekend - he's 15, plus watch out for the high riding Danny Hedger and Josh Harland and young Scot Mathew Paulo.

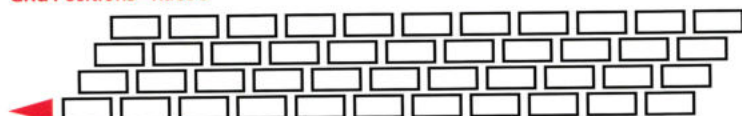
Grid Positions - Race 1



Results - Race 1

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

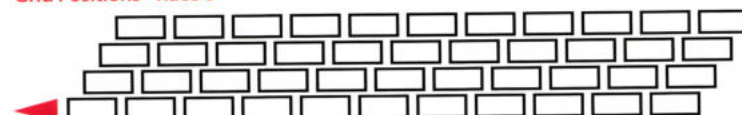
Grid Positions - Race 5



Results - Race 5

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

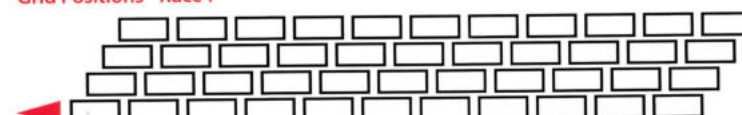
Grid Positions - Race 6



Results - Race 6

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

Grid Positions - Race 7



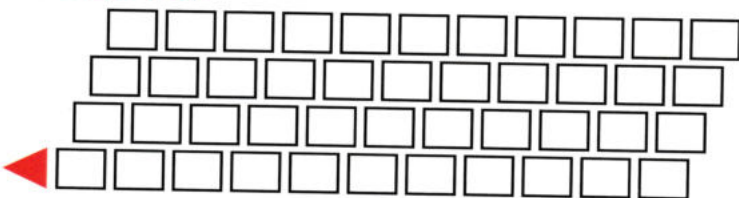
Results - Race 7

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

NO	RIDER	HOMETOWN	MAIN SPONSOR	MACHINE	CC	TYPE
2	Sy Langford	Wickford	Purkiss Brothers	Suzuki	600	GSXR *
3	Mark Cringle	Douglas, JOM	Cringle Racing	Triumph	675 *	
5	James Ashby	London	Banjax Motorcycles	Suzuki	600	GSXR
6	Daniel Fowler	Hampton Hill		Yamaha	600	R6
8	Simon Lowes	Sevenoaks	Hodson Engineering	Honda	600	CBR
11	Suham Zaki	Shoreham	Beach	Yamaha	600	R6 *
12	Jess Trayler	Dunmow	MSS	Kawasaki	600	ZXR
14	Chris Burrage	Chelmsford		Kawasaki	600	ZXR *
15	Casper Thom	London		Yamaha	600	R6 *
18	Liam Lyon	Kilcreggan		Yamaha	600	R6
21	Richard Marchant	Halstead	Actfast Locksmiths	Yamaha	600	R6
26	James Wainwright	Thamesmead		Triumph	675	R6
27	Stuart Wickens	Woodbridge	Tone-West	Yamaha	600	R6
32	Peter Denton	Didcot		Suzuki	600	GSXR
35	Thomas Dean	Tonbridge	Castrol	Yamaha	600	R6
36	Anthony Kennaway	London	Yamaha 600 R6 *			
37	Danny Carpenter	Maidstone	LCR Haulage/BSC	Honda	600	CBR *
39	Daniel Williams	Kings Lynn		Honda	600	CBR *
40	David Shelvey	Surbiton		Suzuki	600	GSXR
41	Brandon Barker	Wisbech	X Bike Racing	Honda	600	CBR *
48	Chase Collyer	Cheshunt	Mike Smith Tuning	Yamaha	600	R6
49	Mark Grover	Whitstable	GG Racing	Suzuki	600	GSXR *
50	Michael Elliott	Houghton	Regis Woodside Racing	Yamaha	600	R6 *
54	Rob Hollingsbee	Althorne	Trulloholidays.com	Yamaha	600	R6 *
57	Michael Smith	Daventry		Suzuki	600	GSXR
61	Paul Welch	Lowestoft	Dalco	Yamaha	600	R6
63	Derek Pickett	Brighton	SAC Racing	Yamaha	600	R6 *
70	Dean Morrice	Kennay	Walkers Transport	Yamaha	600	R6
73	Sarah Jordan	Billingshurst		Suzuki	600	GSXR
75	Alan Lau	Wallington		Suzuki	600	GSXR *
77	Jason Holland	Chalfont St Peter		Honda	600	CBR
81	Paul King	Ipswich		Yamaha	600	R6 *
82	Ben Cater	London	Classic Car Club	Triumph	675 *	
85	Ben Clark	Longfield		Honda	600	CBR *
86	Max Hunt	London	Race Lab	Yamaha	600	R6 *
88	Paul Smyth	Banwell		Triumph	675 *	
91	Steve Parrott	Godalming	Stoneways Insurance	Suzuki	600	GSXR
97	Gareth Keevil	Heathfield	G Keevil Ltd	Honda	600	CBR *
98	Luke Arter	Romney	Marsh P.Arter & Son Builders	Yamaha	600	R6 *

* denotes Clubman Cup

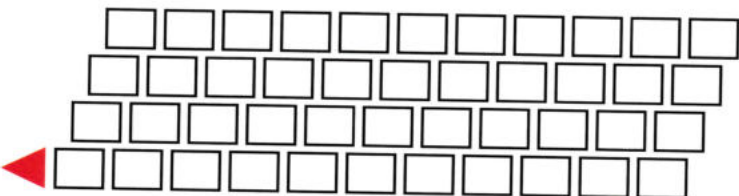
Grid Positions - Race 2



Results - Race 2

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

Grid Positions - Race 16



Results - Race 16

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

Description

The BMCRC may separately homologate machines that meet the following requirements; however, a minimum of 200 machines must be registered in the UK. All motorcycles must comply in every respect with all requirements for road racing as specified in the ACU hand book. The appearance from front rear and the profile of Supersport motorcycles must (except when otherwise stated) conform to the homologated shape (as originally produced by the manufacturer). The appearance of the exhaust system and engine case guards is excluded from this rule. supersport class

Over 400 up to 600cc 4 stroke 4 cylinder min weight 158 Kg
 Over 600 up to 675cc 4 stroke 3 cylinder min weight 162 Kg
 Over 600 up to 750cc 4 stroke 2 cylinder min weight 166 Kg

The Bikes

Most machines in this class are evenly matched and success is more attributed to the rider. Without singling out any marque from the five contesting this season's series they all see this championship as a vital marketing tool for the all-important and popular 600cc market. The Triumph 675 Daytona is becoming more popular now and starting to give the Japanese big four a run for their money.

Tyre Restrictions

Fully moulded tyres of V or Z rating must be used. The depth of tyre treads must be at least 2.5mm over the entire pattern width, at pre-race control. The maximum distance from the external edge of the tyre to 50% of the tread element is 35mm. One size for the front and two sizes for the rear are allowed. The manufacturer may only submit one front and rear pattern for approval. Only when a race or practice has been declared wet is the use of a full wet tyre allowed.

Eligibility

This class is not open to riders contesting the main British Supersport Championship. Supersport Cup competitors are considered on an individual basis, but would generally be eligible until they have scored a point in the main British Championship in 2008. All riders must be registered for the championship with the organisers. All riders need to be 16 years or older. They must also hold a National licence.

Points

Points are awarded to the first fifteen riders in both races on the following scale 25-20-16-13-11-10-9-8-7-6-5-4-3-2-1. There are no bonus points for pole position or fastest lap. This is a ten-round championship with all rounds counting towards the championship. The next round will be at Silverstone on 24/25 May.

Qualification

On this occasion the grid is derived from one qualifying session held on day one of the meeting. A competitor's fastest time counts in determining the grid. The rider posting the fastest time at the end of the final qualifying session is awarded pole position at the front of the grid with subsequent riders lining up in order behind

Ones to Watch

Liam Lyon, the young Scot who finished runner-up in last season's championship, powered his Seton Tuning Yamaha R6 to four wins in the opening round at Donington and no doubt he will be looking for a repeat performance this weekend. Out to stop him is Mark Cringle - the carpenter from the Isle of Man has been giving Lyon plenty to think about so far, so keep tabs on the 20-year-old on board the Cringle Racing Triumph 675. Cheshunt locksmith Chase Collyer has been bringing the Mike Smith Tuning Yamaha R6 home to some good results, while Rob Hoyles and Sy Langford both had good rounds at Cadwell Park a fortnight ago. Others to watch for include Dave Shelvey; the Surbiton MOT tester still campaigns his Suzuki GSX-R from 2002, Thomas Dean and Paul Smyth are likely to go very well; both are in fact heading the Clubman series running within. Paul King, Derek Pickett, Andy Lawrence and Michael Elliot are four more to watch for in the Clubman series.

NO	RIDER	HOMETOWN	MAIN SPONSOR	MACHINE	CC	TYPE
3	Peter Baker	West Winch	Morello Roofing	Suzuki	1000	GSXR
4	Richard Dobson	Bradford on Avon	On Line Services	Yamaha	1000	R1
6	Dean Daniels	Surbiton	Crown Garages	Yamaha	1000	R1
7	Andy Burke	Hailsham	Templemore Developments	Yamaha	1000	R1
12	Alex Symon	Haywards	Heath www.absracing.co.uk	Yamaha	1000	R1
14	Lee Hodge	Chesham	Glynn Racing/Kingsmill Autos	Suzuki	1000	GSXR
20	Oli Henderson	London	Easigrass	Suzuki	1000	GSXR
21	Charlie McCartan	Chipping	Norton	Suzuki	1000	GSXR
22	Oliver Dupuy	London	ODR Kawasaki	Kawasaki	1000	ZXR
23	Sam Bishop	Norwich Kester	Cunningham John	Yamaha	1000	R1
28	Colin Young	Aldermaston	Dynotech	Suzuki	1000	GSXR
29	Mark Lister	Enfield	LCS/Orwell Motorcycles	Suzuki	1000	GSXR
30	Colin Parker	Arlesey	P.A.S. Construction	Yamaha	1000	R1
31	Simon Meadows	East	Wretham Premier Helmets	Suzuki	1000	GSXR
33	Tim Bourne	Ashford		Yamaha	1000	R1
35	Carl Nelson	Fakenham		Suzuki	1000	GSXR
38	Charles Hodgson	Sunbury on Thames	Umeco	Suzuki	1000	GSXR
40	Francis Williamson	Rogate	Bracken Motorcycles	KTM RC8		
47	Barry Chapman	St Ives		Yamaha	1000	R1
51	Adrian Chamberlain	Tamworth		Suzuki	1000	GSXR
53	Stuart Gill	Heybridge		Kawasaki	1000	ZXR
61	Barry Dunstan	Horsham	Steeffab/Mikura	Suzuki	1000	GSXR
71	David Moxon	Stowmarket	Orwell Racing	Suzuki	1000	GSXR
74	Adam Kemp	Billingshurst	Halo Leathers	Suzuki	1000	GSXR
80	Lee Hopcraft	South Godstone	Carbontech	Suzuki	1000	GSXR
81	Mike Goodfellow	Dorking		Suzuki	1000	GSXR
87	Matt Flower	Eastbourne	Bourne Racing	Yamaha	1000	R1
88	Scott Halliday	Eastbourne		Suzuki	1000	GSXR
94	Michael Thompson	Southend on Sea		Yamaha	1000	R1

Description

The MRO Superstock Championship is regulated by the BMCRC Superstock regulations. The FIM regulations differ specifically regarding electronics and gearbox. The club believes that Superstock regulations as the name implies should only allow limited modifications to the homologated machine. Most modifications allowed are for safety reasons. All machines must be homologated by the FIM. Superstock 1000 class include:
Over 600cc up to 1000cc 4-stroke 4 cylinders maximum
Over 750cc up to 1000cc 4-stroke 3 cylinders maximum
Over 850cc up to 1200cc 4-stroke 2 cylinders maximum

The Bikes

The Pirelli-Metzeler MRO Superstock Championship is for stock 1000cc machines and will run on controlled tyres to BMCRC regulations. The series is as 600 stock with regards to Explosafe and fuel. Not since 2001 have there been a championship for Superstock with the MRO. In the early days the grid would comprise of Honda 900 CBR, Aprilia 1000, Suzuki 759 GSX-R and Triumph 955T595, as well as the regular Yamaha R1 and Suzuki GSX-R 1000. Now it's just the big two from Japan with the odd Kawasaki ZX10 for good measure.

Tyre Restrictions

The MRO Superstock series is supported by Pirelli-Metzeler therefore the nominated tyre will be Metzeler Race Tec and will be supplied by Rod Harwin Paddock Race Support.

Eligibility

All riders must be registered for the championship with the organisers. All riders must be 16 years and over and must hold a national licence.

Points

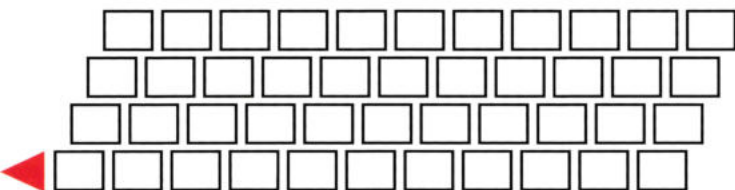
Points are awarded to the first fifteen riders in both races on the following scale: 25-20-16-13-11-10-9-8-7-6-5-4-3-2-1. There are no bonus points for pole position and fastest laps. Next round is at Silverstone on 24/25 May.

Qualification

The grid is derived from one qualifying session held on day one of this meeting. A competitor's fastest time counts in determining the grid. The rider posting the fastest time at the end of the session is awarded the pole position at the front of the grid with subsequent riders lining up behind.

Ones to Watch

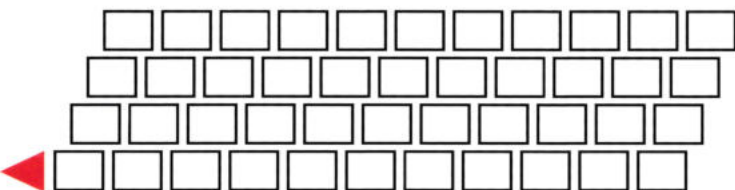
So far there have been four different winners, Lee Hodge being the first at Donington Park over Easter. Hodge, the 27-year-old builder, will be riding the Suzuki GSX-R which he received for winning last season's Suzuki GSX-R Cup competition. Dave Moxon was another Donington winner, but the Suffolk heating engineer struggled a little in round two at Snetterton. Kieran Blair, the Hertfordshire engineer, opened up his MRO season with a win in round two at Snetterton while Peter Baker, the multiple club and national champion, powered his Morello Suzuki K8 to victory in the same round, so these riders are certainly worth watching out for. Others likely to go well this weekend include Tim Bourne, be riding the ex-Peter Ward Yamaha, former BMCRC champion Barry Chapman and Dean Daniels. The 26-year-old shop manager was a top MRO Supersport 600 rider last season and should go well in 2008. Mark Lister, the 34-year-old distribution manager from Enfield is the reigning BMCRC Rookie 1000 champion. Gavin Hunt from the Isle of Man has already been a podium visitor, and the 20-year-old joiner from Douglas will be looking for a repeat or even better in round three. Norwich rider Sam Bishop did well in the last round at his local track at Snetterton. Can he continue with this form this weekend, where he will be campaigning the Kester Cunningham John Yamaha R1. Former BMCRC Minitwins contender Barry Dunstan has been quietly getting to grips with the big class, so the 22-year-old car mechanic will be looking to break into the top six in round three of the series here at Brands Hatch.

Grid Positions - Race 3**Results - Race 3**

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

Winner's Time..... Margin..... Laps..... Speed.....mph

Fastest Lap: No..... Time..... Speed.....mph

Grid Positions - Race 12**Results - Race 12**

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

Winner's Time..... Margin..... Laps..... Speed.....mph

Fastest Lap: No..... Time..... Speed.....mph

NO	RIDER	HOMETOWN	SPONSOR	MODEL	CC	CLASS
1	Ricky Chadwick	Stonham	Aspal Consensus Engineering	Triumph	675	TDG
9	Reece Rothwell	Bolton	Ghostbikes.com	Triumph	675	YG
10	Lance Carey	Hailsham		Triumph	675	YG
12	Richard Green	Hanslope		Triumph	675	TDG
14	Scott Rowbottom	Brigg North Lincs	Structures	Triumph	675	YG
15	Mark Cheetham	Chorley	John Hunt Pre Machines	Triumph	675	TDG
18	Maria Costello	Spratton	Bering	Triumph	675	TDG
26	Glynn Davies	Reading	BCL	Triumph	675	TDG
30	Aleksanders Bekers	Latvia	Bruno MOTO	Triumph	675	YG
31	Adam Parsons	Maidstone	Laguna Motorcycles	Triumph	675	TDG
33	Paul Hughes	Worcester	Colin Mitton	Triumph	675	TDG
35	Shane Pearson	Derby	EDM Recovery	Triumph	675	YG
36	Stuart Mitchell	Reading		Triumph	675	YG
37	Mark Cringle	Douglas,IOM	Cringle Racing Ltd	Triumph	675	YG
40	Andrew Batt	Newbury		Triumph	675	TDG
46	Rhalf Lo Turco	London	SBK/Rider Support Services	Triumph	675	TDG
47	Adam Kemp	Billingshurst	Halo Leathers	Triumph	675	TDG
48	Andrew Shim	Nottingham	First Response Finance	Triumph	675	YG
55	Josh Wainwright	Thamesmead		Triumph	675	YG
58	Tom Fisher	Bolton	Church Wharf Garage	Triumph	675	YG
60	Tim Venables	Douglas,IOM	T Turner	Triumph	675	YG
71	Andrew Marriott	Ripley	HCM Electrical	Triumph	675	YG
72	Paul Marques	Bexley	Bytemarq Ltd	Triumph	675	TDG
73	James Stone	Kendal	M J Stone Electrical Services	Triumph	675	YG
77	Steve Jordan	Billingshurst		Triumph	675	TDG
81	Toby Glenn	Wiley	Tec II Racing	Triumph	675	YG
82	Ben Cater	London	Classic Car Club	Triumph	675	TDG
89	David Jones	Colwyn Bay	Creative Bathrooms	Triumph	675	YG
96	Jack Sim	Tunbridge Wells	SS Racing/Signal UK	Triumph	675	TDG
99	Wayne Martin	Telford	SW Group Logistics	Triumph	675	TDG

Description

The 2008 Triumph Triple Challenge, including the Michelin Young Guns and TDG Cup, is by arrangement with Tony Scott of T3 Racing. Thirty sleek British built Triumph 675 Daytona Triples will be on the line this weekend. For the rider the cost for the all-inclusive package is around £12,500 plus vat, which will buy the customer a new track readied Triumph 675 as well as covering entry fees and tyres for the series. At the end of the series the rider will be able to keep the bike for future use or for sale. Subsidised parts support comes direct from Triumph UK and T3 and will be available at every round. The nature of the race series will allow riders to display their skills on a level playing field. All bikes will be evenly matched with strictly enforced regulations to ensure that no rider can benefit from performance enhancements that other riders may be unable to afford.

The Bikes

Each rider will be supplied with a brand new Triumph Daytona 675 triple complete with a race preparation kit. The kit comprises a race fairing with all livery, T3 rearsets with road or race shift, Scorpion exhaust can, Hel break lines, T3 chain guard, K-tech 20mm race cartridge units. T3 will also include a spring upgrade to the existing shock or alternatively this can be upgraded to a White Power 3-way competition shock. If required road bodywork including lights can be purchased. All machines would have been required to attend the circuit dyno after the first round then T3 will conduct random Actia checks and dyno runs at its discretion.

Tyre Restrictions

Included in the overall package are the tyres, which include Michelin Power race and Michelin full wets. Tony Scott is very keen that riders can have the availability of wet weather tyres to eliminate crashes and to assist the rider's confidence in difficult conditions.

Eligibility

The Triumph Triple Challenge is open to any rider holding a current ACU licence at the start of the season. The Michelin Young Guns series will field riders aged 16 to 24(as of 1st March 2008) whilst those 25 and over will compete in the TDG Cup.

Points

Points are awarded to the first fifteen riders in both races on the following scale: 25-20-16-13-11-10-9-8-7-6-5-4-3-2-1. There are no bonus points for pole position or fastest laps. But in normal circumstances there would have been a points scoring Superpole race for this nine-round championship. The next round is at Silverstone on 24/25 May.

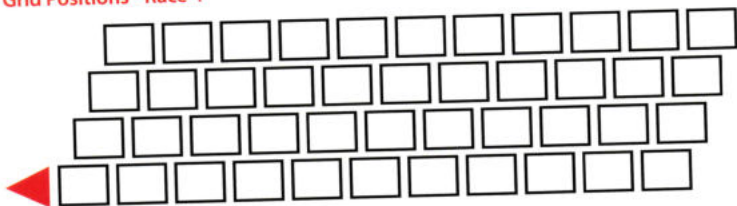
Qualification

For this event there will be just one qualifying session held on day one of the meeting. A competitor's fastest time counts in determining the grid. The rider posting the fastest time at the end of qualifying is awarded pole position at the front of the grid with subsequent riders lining up in order behind.

Ones to Watch

So who from this season's line-up can we expect to impress here at Brands? Well, there's no shortage of talent but will any of last season's top contenders have an advantage, or will Brands Hatch bring out the best in the new crop of talent who have taken to this year's series. In both competitions there are a number of contenders to watch for. Scott Rowbottom, Andrew Marriott, Toby Glenn and Stuart Mitchell all scored well in the recent rounds at Cadwell Park. Mark Cringle, the 20-year-old carpenter from the Isle of Man is a good bet for honours, while former MRO Superteen top pilot Reece Rothwell is another on form at the moment. Josh Wainwright, the reigning BMCRC Superbike 400 champion, has taken to the class well and all of these are riders to watch for in the Young Guns group. Ricky Chadwick, the very experienced Suffolk ace, is sure to be a top challenger in the over 25s, but his season is yet to get up and running to his liking. Mark Cheetham and former top BMCRC Rookie Rhalf Lo Turco are two more in the frame, while Kent racer Jack Sim is another to look out for. This season Jack will be contesting the TDG Cup. Also look out for Glynn Davies, the top BMCRC Minitwins contender; he will be campaigning the BCL Triumph as a wild card rider. Last season's top Rookie Ben Cater is another who is likely to impress this weekend. In only his second season Lance Carey impressed everyone in last year's BMCRC championships so he will definitely be one to watch for this weekend as well.

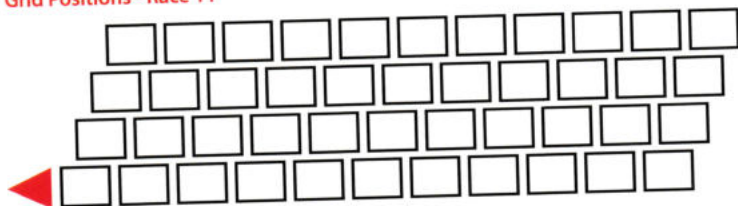
Grid Positions - Race 4



Results - Race 4

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

Grid Positions - Race 11



Results - Race 11

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

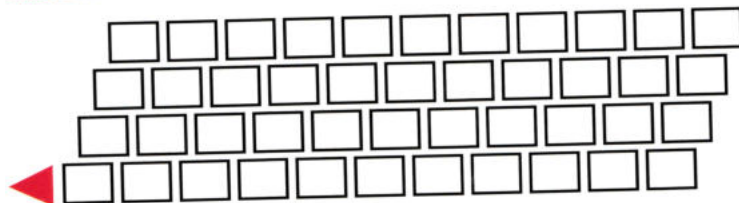
No	RIDER	TOWN	ENTRANT	BIKE	CC
2	Alex Camier	Ashford	Bournemouth Kawasaki/Hawk	Kawasaki	1000
4	Conor Cummins	Ramsey	Vanfit Yamaha	Yamaha	1000
5	Christian Elkin	Macclesfield	Motorcycle Centre Stockport	Kawasaki	1000
6	Lee Jackson	Lincoln	NCT Racing	Yamaha	1000
8	Daniel Hegarty	Nottingham	SPR Racing	Yamaha	1000
9	Marshall Neill	Portadown	Marshall Neill Racing	Suzuki	1000
10	Jon Kirkham	Derby	Raceways Yamaha	Yamaha	1000
11	Stu Wilson	Sandbach	Wilhall Yamaha	Yamaha	1000
13	Phil Bevan	Cardiff	Co Ordit Racing	Yamaha	1000
15	Jonathan Howarth	Barnsley	Jonathan Howarth Racing	Suzuki	1000
16	Peter Ward	Hinckley	SCG Performance	Yamaha	1000
17	Steve Brogan	Liverpool	Honda UK Racing	Honda	1000
19	Adrian Coates	Antrim	Dyer Crossgills Racing	Yamaha	1000
27	Dan Stewart	Barrow in Furness	Wilcock Consulting	Yamaha	1000
28	Victor Cox	Trowbridge	VC Motorsport/STP Motorsport	Yamaha	1000
32	Kenny Gilbertson	Swindon	Astro Racing Kawasaki	Kawasaki	1000
34	Alastair Seeley	Carrickfergus	Team Rea Estates Racing	Yamaha	1000
35	Gavin Hunt	Douglas	Martin Bullock Race Team	Suzuki	1000
39	Andy Angell	Staines	Angell Motorsport	Suzuki	1000
42	Michael Elliott	Evesham	M Elliott Racing	Yamaha	1000
43	Howie Mainwaring	Frodsham	Lenzkes Racing	Suzuki	1000
44	Craig Beggs	Crewe	www.craigbeggsracing.com	Yamaha	1000
47	Rhys Boyd	London	Rockforge Racing	Yamaha	1000
50	Kierran Blair	Hitchin	Unique Racing	Suzuki	1000
54	Jimmy Storrar	Perth	Jimmy Storrar Racing	Suzuki	1000
56	Steve Heneghan	Galway	Quattro Racing	Yamaha	1000
57	Alan Moreton	Cirencester	Alamo Racing Ltd	Yamaha	1000
67	James Hurrell	Winchester	Enanjay Racing	Yamaha	1000
69	Bryan Campbell	Tranent	BCR	Suzuki	1000
71	Craig McLelland	Cardenden	Shirlaw/Window Store	Kawasaki	1000
72	Michael O'Brien	London	Motomob	Yamaha	1000
83	Graham English	St Albans	Tiva Engineering	Yamaha	1000
87	Drew Dorling	Falmouth	Torque Racing	Yamaha	1000
92	Mark Lister	Enfield	Orwell Racing	Suzuki	1000

Six places to be offered to any rider with championship points, following Oulton Park (in order) who did not compete at the original event

Lap Record

Mark Aitchison (Suzuki) 1m29.317s (92.73mph) 5/8/07

Grid Positions - Race 8



Results - Race 8

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

Winner's Time..... Margin..... Laps..... Speed.....mph

Fastest Lap: No..... Time..... Speed.....mph

Regulations

As the name implies, very few modifications to the standard road bikes are permitted and this is generally glorified production racing aboard big capacity road bikes with very limited tuning allowed. Three or four cylinders up to 1000cc or twins up to 1200cc are eligible, of which a minimum of 300 models have to be registered and sold in the UK. There are free sets of tyres to be won at each meeting, as well as prize money via the David Jefferies Fund including £500 to the best rider under 18 at each race

The Bikes

The chances are if you've ridden to the circuit today, the bike you are on will not be vastly different to those bikes out there in action except maybe for some sticky race rubber, a different rear shock and a performance exhaust. The Yamaha R1 and Suzuki GSX-R1000 make up the vast majority of the grid and there are also a few Kawasaki ZX10-Rs also. However, there have been problems for the Ducati 1098 due to the lack of numbers sold so far meaning it looks as if those riders planning on racing the Italian twins may be disappointed.

Tyre Restrictions

Each rider gets a choice of one compound (K2) rear and two fronts (K1 and K2) which they have to stipulate at the start of the season and they also have access to a single compound wet tyre as and when needed. Throughout the weekend, riders can only use a maximum of three sets of tyres which cost £161.70 per set plus VAT.

Eligibility

All teams and riders must be registered for the championship with the organisers although one-off entries are allowed at certain events. All riders need to be aged 17 years or older and must have at least one year's experience at this level.

Points

Points are awarded to the first fifteen riders in both races on the following scale: 25-20-16-13-11-10-9-8-7-6-5-4-3-2-1. There are no bonus points for pole position or fastest laps. The championship consists of twelve meetings for 2008, but this class doesn't visit Mallory Park due to space restrictions, so a double-header will take place at Brands Hatch at the end of the season. All rounds count towards the championship.

Ones To Watch

Steve Brogan will be the man to beat on his Honda with Raceways Yamaha rider Jon Kirkham another rider to benefit from more track time as he's racing more than one class also. Seasoned campaigners include Ulstermen Adrian Coates, Marshall Neill as well as former champ Lee Jackson and expect them to be in with a shout of the podium, so too Peter Hickman, Peter Ward and Alistair Seeley. Manxmen Conor Cummins and Gavin Hunt should go well here, and reserve a special cheer for 47-year-old ageing juvenile, Rhys Boyd.

Championship positions

1	Steve Brogan	50
2	Jon Kirkham	40
3	Conor Cummins	26
4	Marshall Neill	23
5	Alistair Seeley	22
6	Peter Hickman	20
7	Cameron Donald	16
8	Victor Cox	12
=	Lee Jackson	12
10	Ben Wilson	11

Grid positions

Qualifying times for this support race were set at Brands Hatch on 5 April, but following withdrawals, rider injuries and rider changes the final line-up will be confirmed and announced before racing this weekend.

BENNETTS BRITISH SUPERBIKE CHAMPIONSHIP

2 Leon Camier



Pos: 2nd Best results: 2x3rd, 4th

3 Stuart Easton



Pos: 8th Best results: 4th, 2x5th

4 Michael Laverty



Pos: 6th Best results: 4th, 5th, 7th

5 Karl Harris



Pos: - Best results: -

7 James Ellison



Pos: 5th Best results: 2nd, 2x7th

8 Billy McConnell



Pos: 13th Best results: 2x10th, 14th

9 Guy Martin



Pos: 13th Best results: 9th, 12th, 5th

10 Leon Morris



Pos: - Best results: 17th, 21st, 23rd

14 Atsushi Watanabe



Pos: 14th = Best results: 9th, 13th, 14th

17 Simon Andrews



Pos: 11th = Best results: 7th, 8th

21 Tom Tunstall



Pos: - Best results: 18th, 20th, 24th

22 Steve Plater



Pos: 18th Best results: 12th

27 Michael Howarth



Pos: - Best results: 2x22nd, 29th

33 Tristan Palmer



Pos: 10th Best results: 9th, 11th, 2x13th

35 Cal Crutchlow



Pos: 3rd Best results: 1st, 2nd

40 Martin Jessopp



Pos: - Best results: 16th, 18th, 23rd

45 Chris Burns



Pos: - Best results: 16th, 17th, 18th

51 Luke Quigley



Pos: 19th = Best results: 14th, 18th, 28th

56 James Buckingham



Pos: - Best results: 19th, 20th, 22nd

63 Steve Mercer



Pos: 21st = Best results: 15th, 20th

64 Aaron Zanotti



Pos: - Best results: 19th, 21st, 22nd

66 Tom Sykes



Pos: 9th Best results: 5th, 6th, 8th

67 Shane Byrne



Pos: 1st = Best results: 3x1st, 2nd

68 David Johnson



Pos: - Best results: 14th, 16th, 19th

70 Tom Grant



Pos: 21 = Best results: 15th

88 Scott Smart



Pos: 11th Best results: 8th, 11th, 12th

91 Leon Haslam



Pos: 8th Best results: 2nd, 4th

99 Brian McCormack



Pos: - Best results: 23rd

111 Malcolm Ashley



Pos: - Best results: 19th, 21st

118 Dean Ellison



Pos: 21st = Best results: 15th, 21st

200 Michael Rutter



Pos: 3rd = Best results: 2x3rd, 4th

201 John Laverty



Pos: 14th = Best results: 11th, 12th, 13th

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MotorSport Vision

No	RIDER	TOWN	ENTRANT	BIKE	CC
2	Leon Camier	Wimborne	Airwaves Ducati	Ducati	1200
3	Stuart Easton	Hawick	MSS Discovery Kawasaki	Kawasaki	1000
4	Michael Laverty	Toomebridge	Relentless Suzuki by TAS	Suzuki	1000
5	Karl Harris	Sheffield	Team Yamaha	Yamaha	1000
7	James Ellison	Kendal	Hydrex Bike Animal Honda	Honda	1000
8	Billy McConnell	Australia	MSS Discovery Kawasaki	Kawasaki	1000
9	Guy Martin	Kirmington	Hydrex Bike Animal Honda	Honda	1000
10	Leon Morris - C	Stockbridge	Team Trimite Brookspeed	Ducati	1200
14	Atushi Watanabe	Japan	Rizla Suzuki	Suzuki	1000
17	Simon Andrews	Evesham	Jentin Racing / Lloyds British	Yamaha	1000
21	Tom Tunstall - C	Huddersfield	Hardinge - Ice Valley Motorsport	Honda	1000
22	TBA		AIM Racing	Yamaha	1000
27	Michael Howarth - C	Burnley	Tena For Men Honda	Honda	1000
33	Tristan Palmer	Nuneaton	Tena For Men Honda	Honda	1000
35	Cal Crutchlow	Coventry	HM Plant Honda	Honda	1000
40	Martin Jessopp - C	Yeovil	Riders Racing	Honda	1000
45	Chris Burns - C	Newcastle upon Tyne	STP Superbike	MV Agusta	1000
51	Luke Quigley - C	Brierley Hill	PDM Racing	Suzuki	1000
56	James Buckingham - C	Ilfracombe	Quay Garage	Honda	1000
63	Steve Mercer - C	Maidstone	Bob Farnham Tuning/Sondel Yamaha	Yamaha	1000
64	Aaron Zanotti	Loughborough	Red Viper Racing	Honda	1000
66	Tom Sykes	Huddersfield	Rizla Suzuki	Suzuki	1000
67	Shane Byrne	Zurich	Airwaves Ducati	Ducati	1200
68	David Johnson	Australia	Team MAXXIS	Honda	1000
70	Tom Grant	Shiptonthorpe	SMT Honda	Honda	1000
88	Scott Smart	Maidstone	Hawk Racing	Kawasaki	1000
91	Leon Haslam	Smalley	HM Plant Honda	Honda	1000
99	Brian McCormack - C	Tramore	MAC Racing	Honda	1000
111	Malcolm Ashley - C	Stoke Golding	ARP/M.A.R	Kawasaki	1000
118	Dean Ellison	Leicester	Co Ordit Racing	Yamaha	1000
200	Michael Rutter	Brierley Hill	North West 200 Ducati	Ducati	1200
201	John Laverty - C	Toomebridge	Buildbase NW200 Ducati	Ducati	1200

Regulations

They may look like their road bike cousins but that's just about where the similarity ends. Behind the outward appearance there are numerous differences with upgraded suspension, tuned engines and slick race tyres. This year, the rules have been amended to allow twin-cylinder bikes up to 1200cc into the class, such as Ducati's 1098, whilst keeping the maximum capacity of the four-cylinder bikes to 1000cc. Teams can alter the front and rear suspension, wheels, brakes, bodywork, limited engine internals and fuel tank although very few, if any, improvements are allowed to the frame, carburetion equipment and crankcases. Although on a Pirelli control tyre this year, and with less freedom for tuning engine parts, the bikes have to weigh a minimum of 165kg but will still be producing well over 200bhp. They will still retain much of the electronic wizardry, such as traction control, anti spin etc, and all run on a control fuel.

The Bikes

Factory involvement again sees all four major Japanese manufacturers (Suzuki, Yamaha, Honda and Kawasaki) as well as Ducati having a presence in BSB 2008 as they consider this to be the pinnacle of domestic racing. MV Agusta is another marque entering the series for a first time with the F4 312. Top speed at some circuits in the UK is over 200mph but here at Brands Hatch, the bikes will be topping out at 180mph on the run to Hawthorns.

Tyre Restrictions

Each rider gets a choice of dry, wet or intermediate tyres of which there are varying constructions. Throughout the three free practice sessions and single qualifying, riders can only use a maximum of six fronts and nine rears. Usage for the races is unlimited but must be supplied from Pirelli's stock at each individual event. The regulation is endorsed using a sticker system which Technical Control oversees and they have the power to instruct personnel to swap unused tyres between teams.

Eligibility

All teams and riders must be registered for the championship with the organisers although one-off entries are allowed at certain events. All riders need to be aged 17-years or older and must have at least two years experience at this level. They must also hold a National or International licence.

Points and Championship Rounds

Points are awarded to the first fifteen riders in both races on the following scale: 25-20-16-13-11-10-9-8-7-6-5-4-3-2-1. There are no bonus points for pole position, fastest laps etc. The championship has been reduced down to twelve meetings for 2008 but still has two races at each event.

Ones To Watch

Shane Byrne is looking in great form so far this season and will be hard to stop here, although Leon Haslam will be wanting to turn his season around after disappointments at Oulton Park and Thruxton. Leon Camier and Michael Rutter should be on the pace as well, whilst Scott Smart will be keen for a podium on home soil.

Championship Positions

1	Shane Byrne	95
2	Leon Camier	56
3	Cal Crutchlow	55
=	Michael Rutter	55
5	James Ellison	46
6	Michael Laverty	39
7	Stuart Easton	34
8	Leon Haslam	33
9	Tom Sykes	29
10	Tristan Palmer	18

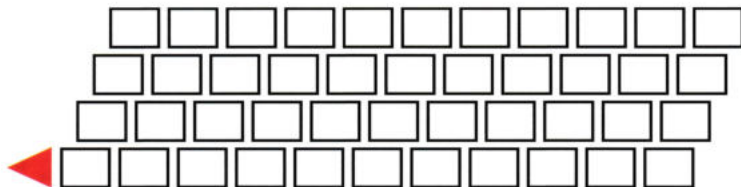
Grid positions

Qualifying times for this support race were set at Brands Hatch on 5 April, but following withdrawals, rider injuries and rider changes the final line-up will be confirmed and announced before racing this weekend. See page 11 for the provisional line-up.

Lap Record

Gregorio Lavilla (Ducati) 1m25.724s (96.62mph) 9/4/07

Grid Positions - Race 9



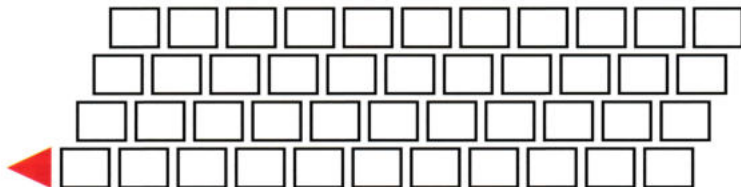
Results - Race 9

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

Winner's Time..... Margin..... Laps..... Speed.....mph

Fastest Lap: No..... Time..... Speed.....mph

Grid Positions - Race 14



Results - Race 14

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

Winner's Time..... Margin..... Laps..... Speed.....mph

Fastest Lap: No..... Time..... Speed.....mph

No	RIDER	TOWN	ENTRANT	BIKE	CC
4	Philip Wakefield	Sandbach	PW Racing	Honda	125
5	Jordan Thompson	Marple Bridge	Colin Appleyard / Macadam Racing	Honda	125
6	Martin Glossop	Bristol	KRP	Honda	125
8	Peter Sutherland - C	Glasgow	Kinpac Racing	Honda	125
10	Jamie Patterson - C	Antrim	RPM Performance	Honda	125
11	James Folkard - C	Liverpool	Team Aztec GP	Honda	125
12	Max Thomas - C	Glasgow	Team Thomas Racing	Honda	125
14	Jamie Mossey - C	Felsted	Express Forklifts	Honda	125
16	Shaun Horsman	Bolton	Symity I.T North/ACU	Honda	125
18	Paul Dobb	Hollyport	P.D.R.	Honda	125
19	Michael Hill	London	Taboo Motorsport	Honda	125
21	James Maguire	Clones	Team YRP/Greenpark Eggs	Honda	125
22	James Ford	Macdesfield	Brookhouse Garage Racing	Honda	125
23	Niall Waddell - C	Edinburgh	Polini.co.uk	Honda	125
26	Nicole McAleer - C	Omagh	Splash Racing	Honda	125
27	Catherine Green	Swadlincote	C. G Racing	Honda	125
28	Jon Vincent	Bickerstaffe	Molly/GRF Heavy Transport	Honda	125
29	James Lodge	Holmfirth	RS Racing	Honda	125
31	Stewart Finlay	Dundee	BanksRacing125.com	Honda	125
32	Matthew Hoyle - C	Bradford	sp125racing/Mackrory Demolition	Honda	125
33	Dan Moreton	Northampton	Taboo Motorsport	Honda	125
34	Michael Wilcox	Lincoln	Slim Racing	Honda	125
37	Ross Constable	Shurlock Row	Team Bratpack 125GP Racing	Honda	125
41	Shaun Winfield - C	Swadlincote	Astro Racing	Honda	125
46	Ross Walker - C	Lincoln	Ross Walker Racing	Honda	125
49	Ben McConnachie - C	Matlock	McConnachie Racing Team	Honda	125
50	Tim Hastings - C	Falkirk	KRP	Honda	125
55	Deane Brown - C	Motherwell	Colin Appleyard / Macadam Racing	Honda	125
56	James East	Royston	East Racing	Honda	125
57	Jamie Ferguson	Stockton on Tees	Team Ferguson Racing	Honda	125
61	Paul Jordan - C	Magherafelt	KRP	Honda	125
64	Jack Drummond	Thatcham	Refined Requireme	Honda	125
66	Tom Hayward	Lincoln	KRP Daniel Weston Racing	Honda	125
72	Connor Behan - C	Northwich	Connor Behan Racing	Honda	125
73	Jay Lewis - C	Hereford	SL Racing	Honda	125
74	Luke Hinton	Stratford Upon Avon	Buildbase/Luke Hinton Racing	Honda	125
76	Stuart Elwood - C	Lisburn	Stuart Elwood Racing	Honda	125
77	Taylor Mackenzie - C	Asby de la Zouch	UK1 Racing Ltd	Honda	125
87	Lee Costello	Bolton	Vent- Axia	Honda	125
88	Ben Barrett	Barnsley	SP125Racing/Lowerdale Autos	Honda	125
91	Ian Stanford	Ashford	Stanford Racing	Honda	125
92	Jordan Malton - C	Bilston	SP125/JDM Racing	Honda	125
99	Andrew Cotton	Poole	Dennis Trollope Racing	Yamaha	125

Regulations

The only two-stroke offering on the menu these days with the little single-cylinder bikes always producing good, close racing. The bikes weigh in at a minimum of 136kg and that includes the fully-clothed rider. The one and only current MotoGP class on the cards sees the ACU Academy Cup incorporated into the series for 14 to 16-year-olds once again with the main series combining a heady mix of youth and experience.

The Bikes

Invariably the venerable Honda RS125 pukka race bikes producing around 50bhp which have been so dominant and successful over the past 30 years in the UK. Increasingly, special chassis and the odd different make of engine has crept into the championship but with unlimited tuning, the emphasis is on the engineers to get as much power out of the bike as legally possible.

Tyre Restrictions

The only restrictions are on your wallet! Traditionally very light on tyres, some teams will get through two or three pairs in a weekend in total, but the better funded teams may have new rubber on for each session. Wet, dry or intermediate options are available.

Eligibility

All teams and riders must be registered for the championship with the organisers although one-off entries are allowed at certain events. All riders need to be aged 14 years or older and must hold a national or international licence.

Points

Points are awarded to the first fifteen riders in both races on the following scale: 25-20-16-13-11-10-9-8-7-6-5-4-3-2-1. There are no bonus points for pole position or fastest laps. The championship has been reduced down to twelve meetings for 2008, but all rounds count towards the championship.

Ones To Watch

Matthew Hoyle heads the championship and will be keen to maintain his form here, whilst Ulsterman Paul Jordan fended off former champion Michael Wilcox at Thruxton. Wilcox, the most experienced rider on the grid, is now recovered from his hand injuries sustained at the opening Brands meeting. Young guns Jay Lewis, Timmy Hastings and Tom Hayward will be snapping at his heels, though and keep an eye on the fairer sex in the shape of Catherine Green and Nicole McAleer, Cat looking especially good this year. Martin Glossop is expected to go well, as is part-time Red Bull Rookie MotoGP star Matt Hoyle and local rider Lee Costello could well produce the goods. Sons of famous dads include Ben McConnachie, whose father Ian won the 1986 80cc British GP and Taylor Mackenzie whose old man Niall won a hat-trick of BSB titles in the late nineties.

Championship Positions

1	Matthew Hoyle	41
2	Lee Costello	27
3	Paul Jordan	25
=	Conor Behan	25
5	James Ford	21
6	Michael Wilcox	20
=	Luke Hinton	20
8	Tom Hayward	18
9	James East	13
10	Tim Hastings	11

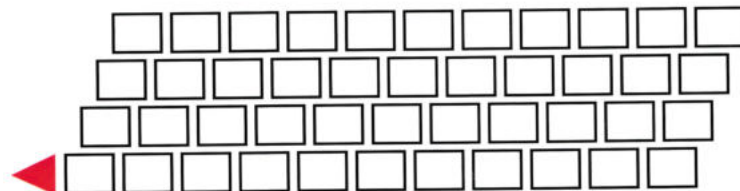
Grid positions

Qualifying times for this support race were set at Brands Hatch on 5 April, but following withdrawals, rider injuries and rider changes the final line-up will be confirmed and announced before racing this weekend.

Lap Record

Robbie Stewart (Honda) 1m34.274s (87.86mph) 9/4/07

Grid Positions - Race 10



Results - Race 10

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

Winner's Time..... Margin..... Laps..... Speed.....mph

Fastest Lap: No..... Time..... Speed.....mph

No	RIDER	TOWN	ENTRANT	BIKE	CC
2	Ian Lowry	Moira	Relentless Suzuki by TAS	Suzuki	600
3	Hudson Kennaugh	South Africa	Raceways Yamaha	Yamaha	600
4	John McGuinness	Morecambe	Padgetts Batley Ltd	Honda	600
5	Steven Neate	Barton Le Clay	Gearlink Kawasaki	Kawasaki	600
6	James Webb	Tunbridge Wells	Padgetts Motorcycles	Honda	600
8	Ian Hutchinson	Bingley	AIM Racing	Yamaha	600
11	Andy Weymouth - C	Brentwood	Linxxel-Seton Tuning	Yamaha	600
16*	Craig Sproston	Southport	C.S Racing	Honda	600
17	Steve Brogan	Liverpool	HM Plant Honda	Honda	600
18	Pete Spalding	New Milton	Linxxel-Seton Tuning	Yamaha	600
20	Daniel Cooper	Stroud	Centurion Racing	Honda	600
21	David Hallett - C	Folkestone	TCG Motorsport	Triumph	675
25	Dennis Hobbs	Kelty	Centurion Racing	Honda	600
26	Chris Martin	North Newbald	Gearlink Kawasaki	Kawasaki	600
27	James Westmoreland	Hull	Centurion Racing	Honda	600
31	Sam Owens	Stafford	Premier Motorsport	Honda	600
33	Aaron Walker	Doncaster	TJW Racing	Honda	600
34	Ronan Quarmby	South Africa	Raceways Yamaha	Yamaha	600
36	BJ Toal	Omagh	Virgin Media Yamaha	Yamaha	600
37	James Hillier	Ringwood	JMH Racing	Kawasaki	600
41	Ben Taylor - C	Hornchurch	M & B Motorsport	Honda	600
43	Patrick McDougall - C	Guildford	Beowulf Racing	Yamaha	600
44	Alastair Fagan - C	Bristol	JHS Racing	Triumph	675
45	Glen Richards	Australia	MAP Embassy Racing	Triumph	675
48	Joe Dickinson	Chesterfield	Trucklinks Yamaha	Yamaha	600
51	Matthew Whitman - C	Swindon	Matthew Whitman Racing	Honda	600
53	Midge Smart	Peterborough	Wylie & Holland Racing	Yamaha	600
54*	Jack Groves - C	Swindon	Kingswood Moto-Sport	Yamaha	600
55	Ashley Beech	Oldham	Colin Appleyard / Macadam Racing	Yamaha	600
58	Conor O'Brien	Dublin	Arkwood Honda	Honda	600
62	Glynn Thomas - C	Chelmsford	GLT Racing	Honda	600
72	James Dye - C	Horsham	Team Buff	Triumph	675
74	Dean Hipwell - C	Doncaster	Atherton Godfrey Solicitors	Yamaha	600
75	Craig Fitzpatrick - C	Alfreton	BLDS	Yamaha	600
76	Ross Walter - C	Lytchett Matravers	Interserve Racing	Triumph	675
77	Marty Nutt	Castlerock	Nutt Travel/T+G	Yamaha	600
78	Alan O'Connor - C	Cork	Team MFC Racing	Honda	600
82	Adam Tempest - C	Stafford	Slippery Sam Racing	Triumph	675
84*	Richard Harrison - C	Darlington	Harrison Bros Racing	Yamaha	600
85	Jonathan Harrison - C	Darlington	Harrison Bros Racing	Yamaha	600
93*	Lee Chisnall - C	Clacton on Sea	LC Racing	Kawasaki	600
94	Ben Wylie	Market Drayton	Wylie & Holland Racing	Yamaha	600
96	Paul Young	Barlestone	MAP Embassy Racing	Triumph	675
525	Nick Medd	York	Virgin Media Yamaha	Yamaha	600

* - reserves

Regulations

Up to 600cc four-cylinder and 750cc twin-cylinder road-based bikes as well as the 675cc Triumph Daytona triple which has been homologated into the class. Tuning is similar in principal to that implemented into the superbike class this season, but there are limits to what can be done in terms of component replacement and performance.

This class also runs with a Pirelli control tyre as of this season and was formerly known as Supersport 600. The Supersport Cup has been incorporated into the series once again in order to help the less experienced teams and riders get a foothold in the class. Minimum weight for the bikes is 158kg, there must be at least 200 machines of the model to be raced registered in the UK. Data logging/telemetry is also prohibited unless fitted as standard.

The Bikes

Some teams enjoy a little bit of help from the various factories although most bikes are quite evenly matched and success is more attributable to the rider. With their CBR600, Honda has been dominant in this series in recent years which they see as a vital marketing tool for the all important and hugely popular 600cc road market but had to give second best to Suzuki last season. As well as the big two, Yamaha, Kawasaki and Triumph are all represented mainly through the UK importers rather than the full foreign factory.

Tyre Restrictions

Each rider gets a choice of dry, wet or intermediate tyres of which there are varying constructions. Throughout the two free practice periods and two qualifying sessions, riders can only use a maximum of five fronts and eight rears. Usage for the races is unlimited but must be supplied from Pirelli's stock at each individual event. The standard cost for each tyre is £75 for a front and £95 for a rear, plus VAT.

Eligibility

All teams and riders must be registered for the championship with the organisers although one-off entries are allowed at certain events. All riders need to be aged 16 years or older and must have at least one year's experience at this level. They must also hold a National or International licence.

Points

Points are awarded to the first fifteen riders in both races on the following scale: 25-20-16-13-11-10-9-8-7-6-5-4-3-2-1. There are no bonus points for pole position or fastest laps. The championship has been reduced down to twelve meetings for 2008, but all rounds count towards the championship.

Ones To Watch

Championship leader Glen Richards will be the man to beat this weekend, but Steve Brogan (doubling his track time with a ride in the Superstock 1000 class) will be right on his heels. Hudson Kennaugh, Chris Martin and Ian Lowry are all well placed, too, and proof of the importance of the class comes through Tom Grant who was plucked to sub for Adam Jenkinson in the Bennetts British Superbike Championship.

Championship Positions

1	Glen Richards	45
2	Steve Brogan	36
3	Hudson Kennaugh	33
4	Chris Martin	29
5	Ian Lowry	27
6	Ian Hutchinson	15
7	Steven Neate	12
8	Craig Fitzpatrick	11
9	Tom Grant	10
=	BJ Toal	10

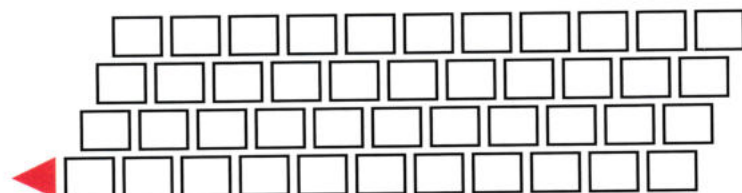
Grid positions

Qualifying times for this support race were set at Brands Hatch on 5 April, but following withdrawals, rider injuries and rider changes the final line-up will be confirmed and announced before racing this weekend.

Lap Record

Pere Riba (Kawasaki) 1m28.688s (93.39mph) 9/10/05

Grid Positions - Race 13



Results - Race 13

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

No	RIDER	TOWN	ENTRANT	BIKE	CC
2	Brad Howell	Pontefract	BH Racing	Yamaha	600
4	Andrew Sennett	Kings Lynn	Sennett Racing	Yamaha	600
5	David Haire	Lisburn	Vanfit Yamaha	Yamaha	600
9	Anthony Rogers	Norwich	Team Rogers Racing	Suzuki	600
12	Jess Trayler	Dunmow	Kawasaki	600	
13	Lee Johnston	Maguiresbridge	Trevor Pennell Transport	Yamaha	600
15	Andy Yelland	Tadley	Yamaha	600	
16	Leon Hunt	Brighton	Excel Performance Yamaha	Yamaha	600
17	Alex Gault	Carlisle	Astro Racing Kawasaki	Kawasaki	600
18	Grant Thomas	Glasgow	Team Thomas Racing	Yamaha	600
19*	Robert Guinan	Hitchin	Bridgehouse/Options Racing	Yamaha	600
23	Chris Northover	Hatfield	Team HARIBO Starmix	Yamaha	600
24	Johnny Blackshaw	Warrington	Team HARIBO Starmix	Yamaha	600
25	Nick Clark	Crawley	Race Line	Yamaha	600
26	Bruce Wilson	Boston	Motorcycle Racer Magazine/Team Inox Racing	Suzuki	600
28	Sam Middlemas	Hinckley	MKW Suspension	Triumph	675
30	Jamie Hamilton	Ballyclare	MSS Discovery Kawasaki Juniors	Kawasaki	600
33	Olie Linsdell	Flitwick	Team Blackhorse Yamaha	Yamaha	600
39	Allann Jon Venter	South Africa	MAP Embassy Racing	Triumph	675
43	Robbie Brown	Biddulph	RobbieBrownRacing.com	Yamaha	600
44	George Hogton-Rusling	Rotherham	Syd Smith (Spares) Ltd	Yamaha	600
45	Kieran Morley-Payne	Heanor	Racepaint UK	Yamaha	600
49	Mike McLean	Carlisle	CM Racing	Yamaha	600
50	Steve Smith	Hulland Ward	Steve Smith Racing	Triumph	675
51	Jay Dunn	Stockport	Bespoke Racing	Honda	600
52	Joshua Day	Cirencester	Mainstream Digital	Yamaha	600
55	Dan Kneen	Braddan	Kneen Machine Road Racing	Yamaha	600
60	Jonathan Dickson	Blyth	Bell Yamaha Racing	Yamaha	600
62*	Aaron Easter	East Harling	Azman Racing/TKR	Yamaha	600
64	Tom Clegg	Rochdale	Red Viper Racing	Honda	600
65	Nikki Coates	Belfast	Dyer Crossgills Racing	Honda	600
66	Joel Morris	Connahs Quay	SSB Sport/A1 Motorcycles	Suzuki	600
68	Luke Stapleford	Ellistown	Bournemouth Kawasaki/Hawk	Kawasaki	600
70	Matt Bilton	Mirfield	Wylie & Holland Racing	Yamaha	600
71	Jonathan Railton	Huntingdon	Ducks Cross Racing Team	Yamaha	600
75	AJ Johnson	Tenterton	Colchester Kawasaki	Kawasaki	600
77	Alex Barkshire	Norwich	Barkshire Xtreme Racing	Honda	600
80	Joe Akroyd	Knaresborough	Gemboy Racing	Triumph	675
82	Luke Jones	Hereford	UK1 Racing Ltd	Yamaha	600
87	Tom Gazzard	Plumpton Green	Aquatherm Racing	Suzuki	600
95	Jimmy Hill	Lingfield	Team Emco	Yamaha	600
99	Matt Woolridge	Nuneaton	Matt Woolridge Racing	Triumph	675

* Reserves

Regulations

Similar specification of machines as the National Superstock 1000 Championship except as the title implies, this is for machines up to 600cc only. The same rules, same regulations and similar control tyre apply as for the 1000cc class. Formerly running in the guise as Junior Superstock at the turn of the decade, before being replaced by the Virgin R1 Cup, the idea is once again to develop younger riders, hence the age stipulations, and allow them an entry level into BSB.

The Bikes

A similar choice of models to those that proliferate in British Supersport what with R6 Yamahas taking on the CBR600 Hondas and GSXR Suzukis although the Kawasaki ZX6 is a popular choice with the odd Triumph thrown in as rules again allow for 675cc triples.

Tyre Restrictions

Each rider gets a choice of one compound (K2) rear and two fronts (K1 and K2) which they have to stipulate at the start of the season and they also have access to a single compound wet tyre as and when needed. Throughout the weekend, riders can only use a maximum of three sets of tyres which cost £161.70 per set plus VAT.

Eligibility

All teams and riders must be registered for the championship with the organisers although one-off entries are allowed at certain events. The Championship is very well subscribed and only riders aged between 16 and 25 as of 1st April 2008 are eligible. All riders must have an ACU Full Clubmans Licence, a SACU Qualifier or a National licence issued by a member of the EU. Riders who finished in the top three of the Virgin Media Cup or who scored points in BSS last season are ineligible.

Points

Points are awarded to the first fifteen riders in both races on the following scale: 25-20-16-13-11-10-9-8-7-6-5-4-3-2-1. There are no bonus points for pole position or fastest laps. The championship consists of twelve meetings for 2008, but this class doesn't visit Mallory Park due to space restrictions, so a double-header will take place at Snetterton. All rounds count towards the championship.

Ones To Watch

Robbie Brown holds a slender four-point lead over Chris Northover whilst Luke Jones and Lee Johnson are tied for third. South African AJ Venter is enjoying a good season, whilst Jimmy Hill could be a threat this weekend.

Championship Positions

1	Robbie Brown	33
2	Chris Northover	29
3	Luke Jones	25
=	Lee Johnston	25
=	Allan Jon Venter	25
6	Jamie Hamilton	24
7	David Haire	22
8	Joel Morris	13
=	Jimmy Hill	13
10	Christian Iddon	11

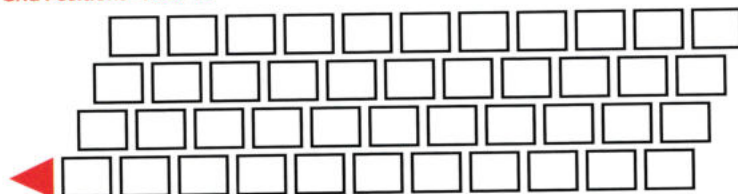
Grid positions

Qualifying times for this support race were set at Brands Hatch on 5 April, but following withdrawals, rider injuries and rider changes the final line-up will be confirmed and announced before racing this weekend.

Lap Record

Domenico Colucci (Ducati) 1m31.561s (90.50mph) 4/8/07

Grid Positions - Race 15



Results - Race 15

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

Winner's Time..... Margin..... Laps..... Speed.....mph

Fastest Lap: No..... Time..... Speed.....mph

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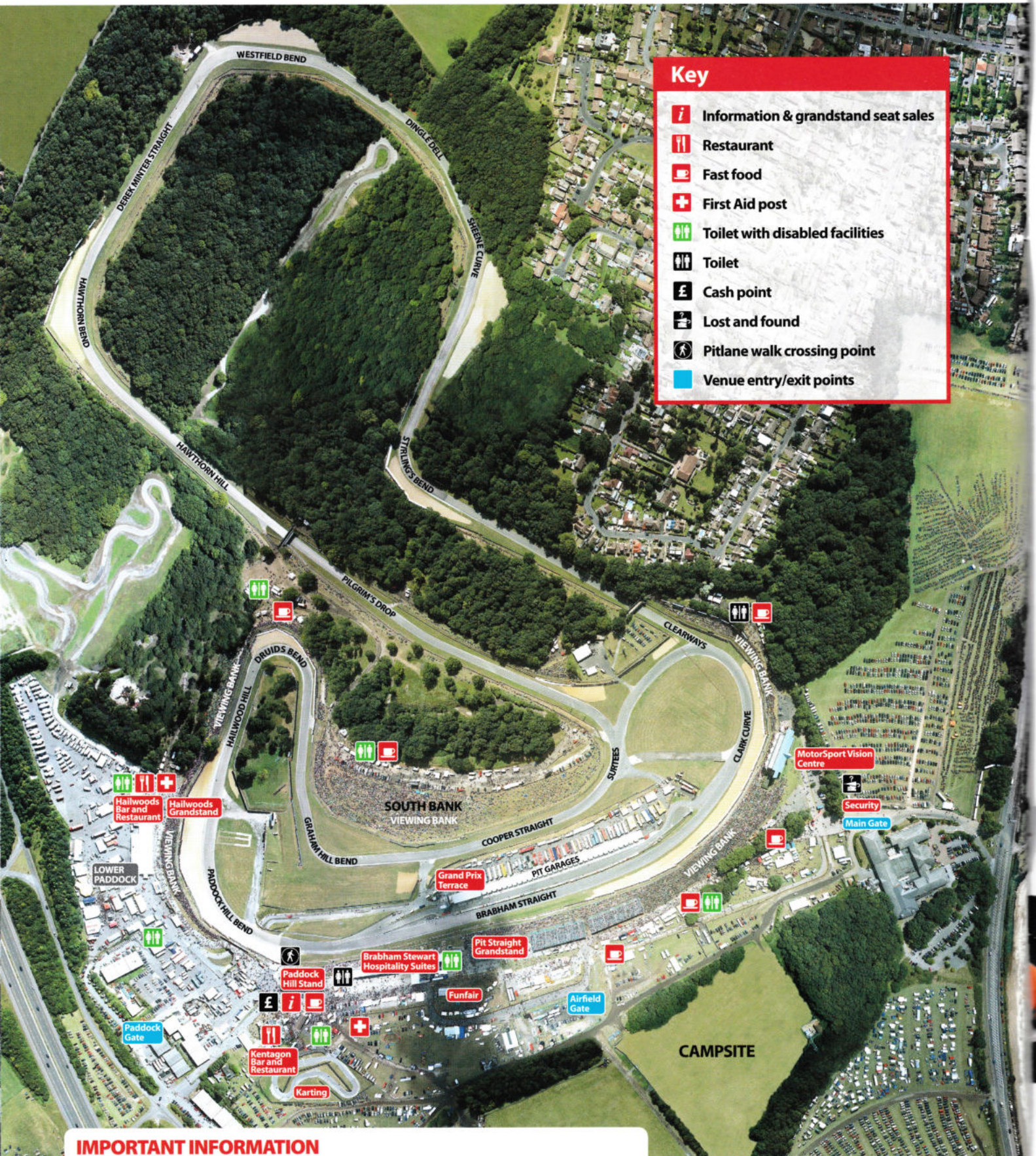
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Quiz yourself on BSB and biking knowledge



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VENUE MAP

BRANDS HATCH GRAND PRIX CIRCUIT



Key

- Information & grandstand seat sales
- Restaurant
- Fast food
- First Aid post
- Toilet with disabled facilities
- Toilet
- Cash point
- Lost and found
- Pitlane walk crossing point
- Venue entry/exit points

IMPORTANT INFORMATION

Due to the large volume of people leaving the venue immediately after the last race, delays can be expected when exiting the car parks.

So let the rush go and take the opportunity to relax with a drink or a hot meal in the Kentagon Bar & Restaurant, which will remain open into the evening.

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