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Photo: Steve Hopkins



British Superbike Championship



WELCOME to the tenth round of the Motor Cycle News British Superbike Championship as the series nears its climax here at Britain's favourite circuits, Brands Hatch.

Just a few short weeks ago, a staggering 67,000 - strong crowd packed Brands to witness the MCN World Superbike round and were left in awe as top British riders showed the foreigners the way home. And two of those giant killers are back today and eager to show what they're made of.

One of those men is Niall Mackenzie, the current champion and championship leader. After an almost flawless start to the season, the canny Scot was odd-on to lift the title here today. But come August and his season took a dive. A crash at his home circuit Knockhill - his first defeat at the track for a decade - was followed by a spill at Cadwell Park where he broke a bone in his arm. He's been under constant physiotherapy since and is set to make his track return here today, eager to hold on to his title lead from his arch rival and Yamaha team-mate, Chris Walker.

But both men will find it tough to beat Honda ace Michael Rutter, the man who led home the World stars in the rain-hot second WSB race here at the start of last month. Rutter, riding the potent V & M Honda RC45, is a master in the wet and is doing a rain dance in a bid to give himself an advantage he knows the others will find hard to beat.

And don't write off Ducati duo John Reynolds and Sean Emmett; Kawasaki chargers Terry Rymer and Iain MacPherson or Suzuki sharpshooters Jim Moodie and Matt Llewellyn as they bid for glory.

It's talent like that, along with some of the fastest superbikes in the world, that has helped the MCN British superbike series become firmly established as the World's No 1 national championship. And the action stars in hours of television coverage on BBC Grandstand - thanks to MCN funding.

With a full line-up of superbike and supporting classes, we're in for one hell of a day. Have a great time - and don't forget to pick up the inside line on all today's top track action in Motor Cycle News on Wednesday.

ADAM DUCKWORTH - Motor Cycle News

Photo: Steve Hopkins



Brands Hatch Leisure Group uses **YAMAHA** Motorcycles for its Yamaha Race School - 01507 343555



Photo: Bryan Turner

Welcome to Brands Hatch for rounds 19 and 20 of the 1997 MCN British Superbike Championship, scene of Team GSE Ducati Racing's tremendous win back in June. That victory, on rider Sean Emmett's "Tyre from God", in round seven was the culmination of months of hard work by what is essentially a new team in the paddock.

Groundwork South East, a leading Civil Engineering Company, has supported the sport of motorcycling via sponsorship for ten years. This year GSE has formed its own team, in association with major sponsors Smoke and Mirrors, Gorgeous and 'D' Films (companies all connected with the production of television commercials). Duckhams Oils, Michelin Tyres and numerous additional companies also support the team you see today.

Relying on the managerial experience of wily campaigner Colin Seeley, Team GSE secured the services of ex-500 Grand Prix rider and rising Superbike star Sean Emmett, along with the fettling skills of Ducati guru John Hackett. In harnessing these abilities Team GSE Ducati Racing have put together a dedicated team which has proved capable of competing with the best factory supported outfits.

Three weeks ago we achieved our third podium placing at the Cadwell Park round of this MCN Championship -

regarded as the most competitive British Series for many a year.

As you join us today at the penultimate round, the championship heads towards a thrilling climax. With all races covered on both satellite and terrestrial television it is little wonder that an extra event has been added for the 1998 series.

We arrive at Brands Hatch this weekend aiming once again to finish on the podium and consolidate our position in the championship standings. As well as the two Superbike races watch out for Mark Badlock and Richard Hackett racing under the GSE banner in the Superteen Cup, where a finish for top points is also a prospect.

On behalf of Team GSE Ducati Racing may we welcome our many guests and hope that they enjoy what is guaranteed to be another titanic tussle in pursuit of points for the MCN crown.

Darrell Healey
Groundwork South East
Ashford, Kent.



Double Boost

Two championships for Team Cadbury's Boost Yamaha that's for sure, but the title still hangs in the balance.

Here at Yamaha we're delighted to be assured of our second successive British Championship. The riders have performed magnificently and the dedication of Team Manager Rob McEnea and his mechanics, combined with the inherent reliability of the YZF750, have all contributed greatly to this double success. However, whilst the team are already to be congratulated on winning the '97 MCN British Superbike title, the battle between reigning Champion Niall Mackenzie and his exciting young team mate Chris Walker looks set to go to the wire. We naturally wish them both the best of luck, it's a shame there can only be one winner.

You could say that racing is in our blood and out of it was borne the Yamaha Spirit Programme. Racing improves the Yamaha product, but we also wanted to involve our customers more directly. For this reason everyone arriving at the circuits on a Yamaha has been offered half price entry at each round of the British Superbike Championship. We've also provided parking for Yamaha riders as close to the action as possible and a circuit ridearound has been arranged at every meeting.

Beyond this, the Spirit programme includes Race Schools at Cadwell Park, Brands Hatch and Donington Park, where all levels of riders are catered for and you can try out the latest Thundercats or TRX850's. Yamaha owners are entitled to a 10% discount. All of these offers plus the Yamaha Owners Festival, Off Road Riding Schools and Yamaha Select Finance and Yamaha *link* Insurance schemes are covered in the Spirit brochure. Come along and collect one from the display at the Yamaha Bike Park to discover the full benefits of Yamaha ownership for yourself.

Have a great days racing.

Jeff Turner
YAMAHA MOTOR (UK) Ltd.



Photo: Clive Challinor



Photo: Terry Howe

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Can Chris Walker pip his Boost Yamaha team-mate, Niall Mackenzie to the title or will team orders prevail? Will Mackenzie even need them?



NOT OVER



R YET

Editorial by: Gary Pinchin

It's never over 'till it's over and Niall Mackenzie's second race crash at Cadwell Park means there is nagging doubt over whether he will still be able to clinch his second successive MCN British Superbike title. Yet going into that last round it all seemed wrapped up...

Between the rain-lashed races at Cadwell, the Boost Yamaha star admitted his first race seventh was a 'damage limitation' ride. In difficult conditions and still carrying the foot injury from Knockhill where he had been taken out in the first turn, Mackenzie was happy to set the cruise control for once and pick up some handy points.

He was running a 'safe' sixth in the second race. Rutter was clear but the Boost bike was well on the tail end of the second place scrap when Niall crashed at Barn Corner and suffered a broken left wrist. The question mark now is whether he's fit enough for this weekend's action? The good news, according to team boss Rob McElnea, is that the break is a clean one and the expectations are that Mackenzie will be on the line and ready to roll.

The only rider who can prevent Mackenzie from lifting the title is his team-mate, Chris Walker. He's 44 points behind with 100 points still up for grabs from the remaining four races (two here and two at Donington on September 28).

It's a long time since Walker won an MCN round - Snetterton on May 11 to be exact - but he's been a constant threat with seven podium finishes including a second place last time here at Brands - and again in the last Cadwell round.



Photo: Stephen White

Back in June, Michael Rutter finished fourth and second - his best results of the year at that point in the season. It was the first time the V&M Honda team had gotten the RC45 working really well to suit the pilot on a short circuit and things appear to have gone from strength to strength.

He was third in the Knockhill opener and then crashed out spectacularly in the second - but was running well in contention at the time. Then he had that awesome ride in the wet in the World Superbike round here and the team obviously did the rain-dance again at Cadwell.

In awful conditions Rutter splashed his way to a second in the first race but on the tricky damp-but-drying surface in the second he simply jetted clear of the pack to record his first British Superbike win of the year - and a long-overdue victory for the V-four RC45. His 45-point Cadwell haul elevates him to third in the series.

While Rutter is 79 points behind Walker, he's going to have to keep the momentum going because only 30 points behind him is Iain MacPherson on the Team Green Hype Kawasaki.

Fearless grabbed two fourth places at Cadwell - and remember, his first rostrum of the year was achieved right here in the second race back in June!

Team-mate Terry Rymer hasn't been have such a good time of late. He's still winless (Fearless took the honours in the first Knockhill race) and has had several high speed tumbles. He crashed twice during practice at Knockhill, gashed his arm quite badly and was off the pace in both races there.

Then there was a mysterious tumble going into Park Corner, Cadwell during Saturday practice for the last round which left him concussed. Typically, though, he gritted his teeth and raced on the Bank Holiday Monday finishing third in race one. However, his luck turned on him yet again with another crash, this time at Barn corner. He'd been running second.

It means Rymer is down in a uncharacteristic seventh place in the championship but could still haul himself back up to fourth (he's 22 points behind his team-mate) with a strong end of season run. And that's entirely possible since it's rumoured that the team do

now have more power from their engines (factory supplied?) but were unable to realise the full potential in the wet going at Cadwell.

John Reynolds will be happy to be back in the saddle after missing the last three rounds with a shoulder injury sustained in practice at Mallory.

At one stage he looked the only rider capable of taking Mackenzie to the wire but JR will now be happy to work his way back to third overall in the

Photo: Clive Challinor



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Photo: Clive Challinor

championship. He's currently down in fifth place, some 39 points behind Rutter.

But Reynolds and the Red Bull Ducati are a potential race-winning combination. Remember the meeting here in June? He crashed in the first one, pushing hard on intermediate tyres on a damp track, but then came out all guns blazing to secure victory in the second.

Reynolds is a charger and there's points to prove - and points to score this weekend. He'll be on it!

His team-mate, Ian Simpson, looked anything but a charger in his first few outings on the Red Bull Ducati. He took over from the sacked Steve Hislop at Oulton and, to be frank, Ben Atkins must have been having second thoughts when the former British Superbike Champion struggled to get into top six places in his first few rides.

However, Simmo really got to grips with the bike, and the weather, at Cadwell and produced a storming ride to win the first race. He also finished fifth in the second leg after running with the pack for six of the nine-lap (restarted) race.

Sean Emmett's season which began so consistently with eight straight finishes, including a win in the first race here last time, began to falter at Thruxton.

And since then there have been more lows than highs. In that ten-race period he's only finished five races but maybe the Cadwell meeting has seen the end of the problems



Photo: Tim J Bennett

(mainly mechanical although he was also taken out in the first turn Knockhill melee that also included Mackenzie and Jim Moodie).

Emmett produced a strong ride to third place in the second Cadwell race and back at Brands, with all the Team GSE's backers present, team boss Colin Seeley will be looking for race-winning form from his rider.

Team Suzuki had a pretty dismal Cadwell with both riders suffering from visibility problems. The last time either of them finished on the podium was way back in May at Snetterton when Llewellyn was third. Both riders will definitely be looking to end their season on a high note in the final four races of the term.

Ray Stringer has already wrapped up the Privateer Cup and the Team Sabre Airways outfit has had a big boost since Steve Hislop joined the team. He was second and fourth at Knockhill in the overall results - never mind the Privateer Cup.

The result will have given encouragement to all the privateers - showing it is not absolutely necessary to have importer backing to be fully competitive.

However the team suffered a downturn in form at the wet Cadwell meeting but that will be only a minor blip in an otherwise upward trend. Hislop will be on the pace this weekend, and Stringer, with the Privateer Cup securely locked away, will also be out to end his season on a high note giving the works boys a tough time!

Photo: Bryan Turner



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COLINS COLUMN



Photo: Bryan Turner

In my last column, written for the Cadwell Park race programme on the 15th August, I wrote that after a couple of breakdowns and Sean being knocked out of a race by the Moodie / Mackenzie first corner crash at Knockhill that the Team's luck would change and the sun would shine on our enthusiastic Lincolnshire crowd.

Well, the first part came true with Sean achieving consolidating championship points with creditable sixth and third places. The second part didn't. It was a horrendous weekend, weatherwise. It rained so heavily for four days it was lucky that the meeting was not abandoned. I seem to remember that we had some heavy rain in June when Sean Emmett achieved his first championship win of the season at Brands Hatch.

The Bologna Bulletin

NEIL HODGSON TAKES TIME TO REFLECT ON THE RECENT EVENTS AT ASSEN, HOLLAND.

At the beginning of this year I looked through the forthcoming calendar of events and identified Assen as one of my best opportunities for success during 1997. Last year it was one of my best events and the first World Superbike race which I had led for a while.

The atmosphere at Assen is always electric. It is such as exciting track to race at and to spectate at, the crowd just go wild. The huge numbers of Brits in the crowd, supposedly

more than 12,000 this year, help me and all the other British riders to boost our performances.

Qualifying for the race turned out to be disastrous. The surface at Assen is both smooth and very grippy which means that, in terms of bike set-up, things are relatively simple. Out of a possible four hours of track time during the two days of qualifying, the showery weather meant that we only actually got about two and a half hours on the track. By the end of the first qualifying session on Friday, I just felt like a novice. I don't know if it was the fact that I had a bad cold and wasn't feeling on top form that affected my performance but I knew that during the second qualifying session I would have to make a significant improvement.

After qualifying only ninth on the grid, I was just about ready to retire! I felt frustrated because I knew that I should have done better. My manager, Roger Burnett, told me how important it was to go out and do consistently fast lap times throughout the whole race in order to silence some of my critics who seemed to think that my race performance deteriorates during the second half of races.

From poor starting positions in both races I was able to catch up and stay up with the leaders. I was actually lapping at consistently good enough times to maintain my position throughout the race. Had I only been higher up the grid the final

Hopefully, today we will enjoy fair weather and allow this penultimate round of the championship to run its true course on the Brands Hatch GP Circuit.

Despite Sean's excellent effort at Cadwell Park we have fallen back in the championship to sixth place although there are only twelve points between fourth and sixth position. Michael Rutter (Honda) has now moved into third spot - although mathematically he could still be beaten as there are still one-hundred points at stake. The Cadbury Boost duo of Mackenzie and Walker having already 'melted chocolate' over the first two places. The racing today on the resurfaced Brands Hatch circuit could be the best yet. Local hero Terry Rymer (Kawasaki) will be all out to prove a point with teammate Macpherson not far behind. If Sean turns in the same performance as he achieved here at the World Superbike event in August where he qualified alongside Scott Russell, James Whitham and Aaron Slight - then we should be in for some fireworks!

Team GSE Racing cordially welcomes its many guests. Darrell Healey and Mick Baldock, team owners, will certainly be viewing through the smoked windows of the

Foulston hospitality suite in the hope that Sean Emmett will be blessed with yet another 'Tyre from God!'

Colin Seeley
Manager
Team GSE Racing

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results may have been even better.

Anyway, I was very pleased with my two fifth place finishes. The lesson I learnt was that I must maximise opportunities during the qualifying sessions to get a good grid position, then go out and do consistent, fast lap times throughout the whole race.

The good results from Assen have moved me ahead of Jamie Whitham and into eighth position in the championship, which, with three more rounds still to go, I am very pleased with.

I'd like to take this opportunity to thank the Brands Hatch programme team for allowing me to speak to you all through this regular column and most importantly you, the fans, for supporting me throughout 1997. I look forward to seeing you all again in 1998.

Niel Hodgson

Photo: Lawrence Peeney



NEIL'S NOTES

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1 2 5

Intensity

The 125 title chase is down to two riders. Darren Barton and Fernando Mendes feel the pressure.

Editorial by: Gary Pinchin

Darren Barton 168 points. Fernando Mendes 162 points. Barton, three wins in six rostrum finishes. Mendes two wins in eight rostrum finishes. Intensity in the Shell Advance 125cc championship.

Mendes insists it's Barton who's under pressure. He says he just has to go out and do his best. He reckons Barton is going to spend all weekend looking over his shoulder...

Certainly Barton's championship charge took time to hit top gear - it was not until the fourth race that he scored his first win of the year - but it took a dive in the last round at Cadwell when he was one of several fallers at Barn Corner.

Mendes, meantime was angry that he didn't pick up the maximum rider haul in the absence of his rival. Had the Padgetts Honda poned won the race he could have been leading the championship by a solitary point. Instead, a clash with Darran Gawley in the late stages, when challenging for second place, dropped him back to third.

Neither title contender had a great time here in June either. In wet conditions RCD Motorsports Honda-mounted Barton was 13th, Mendes was 14th but Mendes is a Brands hotshoe having previously held lap records here. He'll be flying this weekend - but so too will Barton. The championship is on the line.

With Chris Burns now off GP racing his third place in the championship is under threat from Jason Davis. The Chester fireman won at Cadwell with a brilliantly judged charge to score his second win of the season. The other win was right here - in the wet. Davis is 17 points behind Burns' 144 point tally right now.

Robin Appleyard was another one of the Barn crashers. It's been an up and down season for the defending British Champion. Just when things looked to be going well after finishing fourth at Thruxton in July, followed by second at Oulton and a third in the first Mallory race, he was taken out when Alan Green crashed in

Photo: Clive Challinor



Photo: Clive Challinor

front of him at the Mallory Hairpin.

Appleyard bounced back with fourth and fifth places in the next two rounds but the Cadwell crash set him back yet again. But the way things are in 125 racing don't be surprised to see him bounce back and score his first win of the year this weekend!

Pete Jennings's season also got off to several false starts on the Knotts Honda. It wasn't until we got here in July he managed his first rostrum of the year - in third place but he's been a consistent finisher since then. Until Cadwell when he too was a DNF!

Jenno's best ride of the year came in the first race at Knockhill when he was second. He's another looking for that elusive first win.

Steve Patrickson has scored in every round but looks anything but the dominant, multiple British Championship winning character we used to know. After struggling early season with tyres, he switched brands but a third at Snetterton in May remains his best result of the year. He needs a big score this weekend on the Paul Bird Motorsports Honda.

One meeting ago you would have said the same about Darran Gawley. Apart from a second here at Brands in June, the Ulsterman had little success on the Paul Bird Motorsport Aprilia. He was sacked by Aprilia team boss Ian Newton after Knockhill, but had already secured a ride on Stephen Thompson's Sefton Honda and was immediately comfortable on the RS125 - running with the leaders and finishing fifth at Cadwell after that late-race clash with Mendes.

Other to note include Gavan Morris, who scored a season-best fifth at Knockhill then came fourth at Cadwell on the Ron Easton/Peter Banks Honda; an ever-improving George Bedford riding the Hogspeed Racing Honda to a brilliant second at Cadwell; and young Paul Jones, the Paul Bird Motorsports Aprilia rider.

Seventeen-year-old Jones won a couple of the People 125 National races on Darran Gawley's bike and with Gawley obviously not enjoying the best of fortunes, team boss Ian Newton decided to give the youngster a chance and thrust him into the hurly-burly of the 125 British Championship at Cadwell. Jones even led the big boys near the mid-point of the 20 lapper but then crashed out. Even so it was an impressive performance and augers well for the future - and this weekend. Watch him go!

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A DAY TO REMEMBER

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250 The battle continues

It's not over 'til it's over and it's likely Scott Smart and Jay Vincent will take the 250 title to the wire.

Editorial by: Gary Pinchin

Scott Smart is 33 points clear of arch-rival Jay Vincent with two races remaining. The permutations are endless but Vincent knows he needs a win this weekend to keep his championship hopes alive. And Smart can't afford to be complacent either. He needs to continue to rack up the points.

Vincent won the last round at Cadwell on the Padgetts Honda but privateer Smart kept the pressure on all the way to secure second place in the race and now the Number One plate beckons.

It's all the more impressive that these two continue to dominate the championship since their European Championship commitments have forced them to miss two rounds (three races - Brands in June was a double-header).

Smart started the season strongly on his Honda - three races, three wins. Vincent, coming back to racing after badly breaking his leg at last year's GP, scored two seconds. But then he broke his wrist practicing for the Oulton race. Since those early season races the battle between the pair has intensified and Vincent fought to come back in the latter half of the year.

In their last five races, Vincent has won three, Smart only one but has just kept racking up the points - he got three runner-up spots in those five races - and it's looking like the championship has his name written on it.

With both these riders looking to race on the World Championship trail in 1998 their natural successor would appear to be John McGuinness. After winning at

Knockhill on the Paul Bird Motorsports Aprilia, his confidence was sky high and many expected him to give the two title contenders a serious run for their money at Cadwell.

Not to be... McGuinness led both races but only briefly. The Aprilia lost sparks in the first race. Ditto race two. Electrical problems perhaps, Mr Aprilia team boss Newton?

Whatever, McGuinness is not fazed by that little upset and will be hoping to go even better this time at Brands than he went back in June when he picked up third and second places.

One rider who was really hot here last time was Portadown's Woolsey Coulter. He took the Eden Car Sales Aprilia to two wins and has threatened to do that so many more times this year only to have been thwarted by finicky

little technical problems (and the crash at Cadwell). With a reliable bike Coulter would be a serious title contender. Instead he's fifth in the points behind McGuinness.

One rider still with a remote mathematical chance of the title, should Smart and Vincent hit disaster in the final two races, is Steve Sawford.

The Honda Britain rider, defending the Number One plate, is one of only two riders in the class to have scored in every round (sixth-placed Adrian Clarke is the other). But for a mid-year crisis when he went three races without scoring double points, Sawf might still be up there on points with Smart and Vincent.

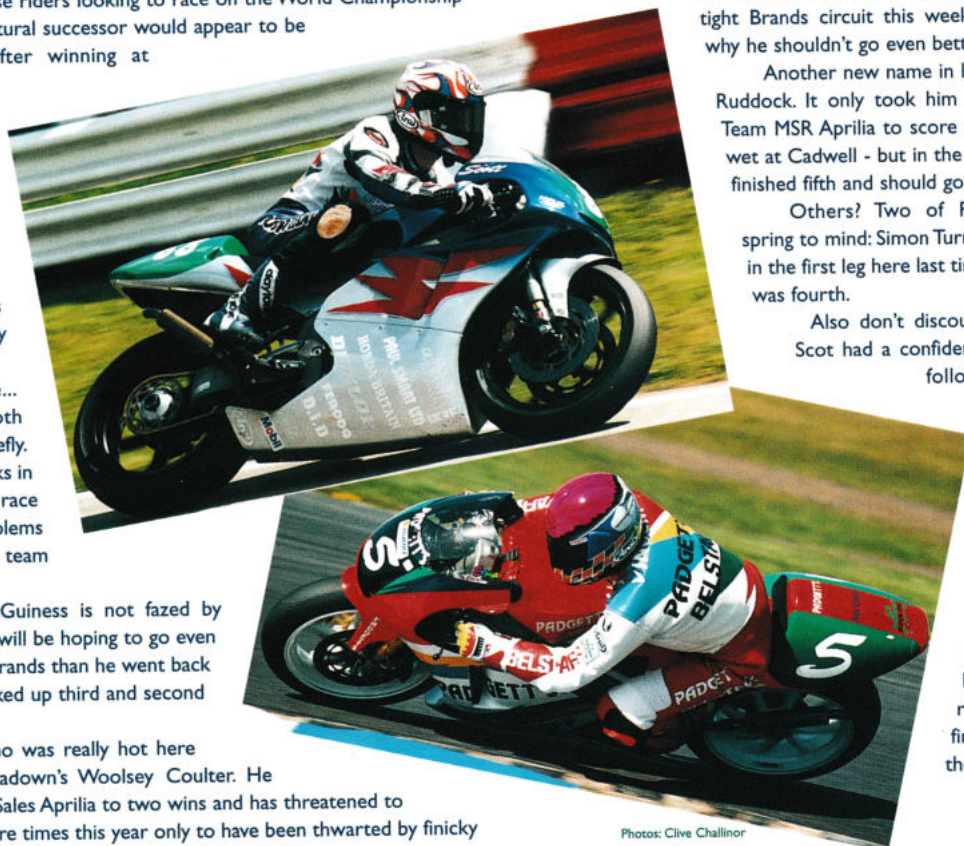
As it is, Sawford is still looking for his first win of the year so don't discount him this weekend. He'll be wanting to put the June meeting here behind him when he crashed in practice and then only mustered eighth and 14th place finishes. A wholly out of character weekend. But good on him for having a go despite his bruised and battered body. He could just be a race winner today though!

Another one to watch is Max Vincent on the GH/Keppel Honda. In less than ideal conditions at Cadwell he showed his ability, even though the bike was down on horses, by finishing second in the wet first race. It was his best result of the year and on the tight Brands circuit this weekend there's no reason why he shouldn't go even better!

Another new name in lights is Ulster's Maurice Ruddock. It only took him three meetings on the Team MSR Aprilia to score a race win. Okay it was wet at Cadwell - but in the drier second leg he still finished fifth and should go well this weekend too.

Others? Two of Ruddock's countrymen spring to mind: Simon Turner who finished second in the first leg here last time and John Creith who was fourth.

Also don't discount Callum Ramsay. The Scot had a confidence boosting British GP followed by a fourth at Knockhill. But suspected food poisoning meant he was below par at Cadwell on the Dickson's Honda. This weekend maybe things will go better for him to improve on his sixth place in the points table. He's under pressure right now from consistent finisher, Adrian Clarke and the VHE Honda.



Photos: Clive Challinor

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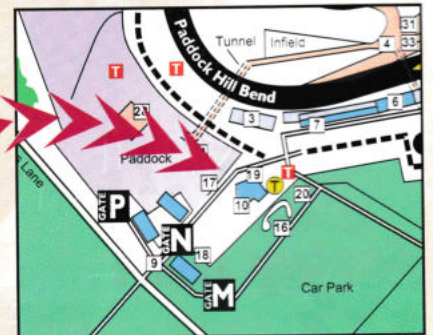
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Mick Grant

CHIEF SCRUTINEER

Barry Hibbett

CHIEF INCIDENT OFFICER

Alan Howlett

STARTLINE OFFICIAL

Frank Richardson

CHIEF MARSHAL / MARSHALS CO-ORDINATOR

Margaret Howlett, RACESAFE
Marshals Association

COURSE/RECOVERY VEHICLE

Audi UK and Carnell

TIMEKEEPING

M.S.T Sports Timing

CHIEF TIMEKEEPER

Ron Summerfield

SERIES PRESS OFFICER (MCRCB)

Dave Fern

Meeting Organisers

Motorcycle Circuit Racing
Control Board,
PO Box 72, Castle Donington
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Directors:

J.R. Quenby, Chairman (RACMSA)
R.N. Fearnall (AMRCA)
J. Nicol (MRPC)
D. Ryder (ACU)

Manager:

D. Barnfield

Secretary:

Miss. C. Fennell

MCN **British Superbike Championship**
MOTOR CYCLE NEWS



12th-14th September 1997

BRANDS HATCH - GP CIRCUIT

Timetable

Friday 12th September - Free Practice

MCN British Superbike Championship	14.00 - 14.25	16.25 - 16.50
Shell Advance 125cc British Championship	14.35 - 15.00	17.00 - 17.25
Shell Advance 250cc British Championship	15.10 - 15.35	17.35 - 18.00
Shell Advance Supersport 600 - British Championship	15.45 - 16.15	

Saturday 13th September - Free Practice

Shell Advance Supersport 600 - British Championship	09.00 - 09.25	
Qualifying Practice		
Shell Advance 125cc British Championship	09.35 - 10.05	13.45 - 14.15
Shell Advance 250cc British Championship	10.15 - 10.45	14.25 - 14.55
MCN British Superbike Championship	10.55 - 11.25	15.05 - 15.35
Shell Advance Supersport 600 - British Championship	11.35 - 12.05	15.45 - 16.15
Motorcycle City British Superteen Championship	12.15 - 12.35	16.25 - 16.45
Mobil 1 Racing 4T Triumph Speed Triple Challenge	12.45 - 13.05	16.55 - 17.15

Race - 17.40

1. Motorcycle City British Superteen Championship	10 Laps
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Sunday 14th September - Practice

MCN British Superbike Championship	10.00 - 10.10
Shell Advance 125cc British Championship	10.20 - 10.30
Shell Advance 250cc British Championship	10.40 - 10.50
Shell Advance Supersport 600 - British Championship	11.00 - 11.10
Motorcycle City British Superteen Championship	11.20 - 11.30
Mobil 1 Racing 4T Triumph Speed Triple Challenge	11.40 - 11.50

Pit Lane Walkabout - 11.55 - 12.30

RACES START 12.45

1. MCN British Superbike Championship	15 Laps
2. Shell Advance 125cc British Championship	18 Laps
3. Shell Advance Supersport 600 - British Championship	18 Laps
4. Shell Advance 250cc British Championship	18 Laps
5. MCN British Superbike Championship	15 Laps
6. Motorcycle City British Superteen Championship	10 Laps
7. Mobil 1 Racing 4T Triumph Speed Triple Challenge	10 Laps



At every MCN British Superbike event, the Arai Helmet Award - £150 plus a trophy - will be awarded to the most professionally presented private team competing in the day's 125cc, 250cc, Supersport 600 and Superbike Races.

Brands Hatch Leisure Group uses **YAMAHA** Motorcycles for its Yamaha Race School - 01507 343555

RACES 1 & 5 15 LAPS



**British
Superbike
Championship**



FACTFILE

Eligible machines:

those conforming to the 1997 FIM and MCRCB Superbike Regulations.

Prize Money:

To first fifteen. £1000-£600-£400
£200-£160-£150-£140-£130-£120 &
£100 Thereafter.

Privateers Cup:

1st 5 in category £150-£125-£100
£75-£50.

Points System:

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

Lloyds Bowmaker Pole Position

Award:

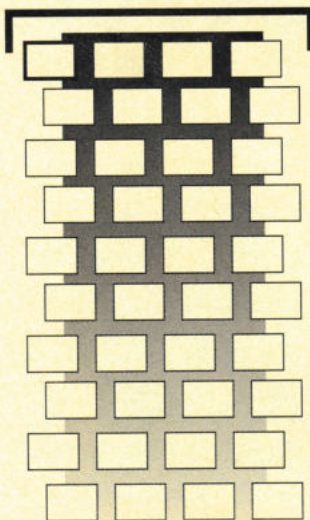
Motorcycle finance specialists Lloyds Bowmaker are backing a pole position award - the rider who proves fastest in qualifying at each meeting will receive a cash prize of £250.

Championship rounds:

April 12/13 Donington Park
April 25/27 Oulton Park
May 9/11 Snetterton
June 20/22 Brands Hatch
July 5/6 Thruxton
July 18/20 Oulton Park
July 25/27 Mallory Park
Aug 8/10 Knockhill
Aug 23/25 Cadwell Park
Sept 12/14 Brands Hatch
Sept 26/28 Donington Park

no.	rider	hometown	owner/sponsor	machine
1	Niall Mackenzie	Stirling	Team Cadburys Boost Yamaha	Yamaha
2	Chris Walker	Nottingham	Team Cadburys Boost Yamaha	Yamaha
3	Terry Rymer	Culverstone	Kawasaki Motors (UK) Ltd	Kawasaki
4	Michael Rutter	Stourbridge	V&M Honda Britain	Honda
5	Sean Emmett	Weybridge	Team GSE Racing	Ducati
7	Ray Stringer	Stoke Golding	Sabre Airways	Kawasaki
9	David Jefferies	Shipley	DeWalt / Baxi	Ducati
10	Pete Jennings	Dewsbury	Secura Gard	Kawasaki
11	Steve Hislop	Douglas	Sabre Airways	Kawasaki
13	Iain MacPherson	Glasgow	Kawasaki Motors (UK) Ltd	Kawasaki
14	Graham Ward	Leeds	Dobson Generator Svs	Kawasaki
17	Nigel Nottingham	Nantwich	Mistral Heating Boilers Ltd	Yamaha
19	Steve Marks	Godalming	Clifford James Footwear	Kawasaki
20	Matt Llewellyn	Leicester	Crescent Suzuki	Suzuki
21	Jim Moodie	Glasgow	Crescent Suzuki	Suzuki
22	Ian Simpson	Dalbeattie	Reve Red Bull Ducati Racing Team	Ducati
23	Dave Hael	Heathfield	V&M Honda Britain	Honda
26	Colin Hipwell	Doncaster	Sloanes Tavern Retford	Kawasaki
29	Jim Hodson	Bryn	Len Anderson Race Team	Kawasaki
30	Jon Ward	Griffydham	Ward Conversions/Dust Off	Ducati 916
31	David Higgins	East Horsley		Suzuki
32	Chris Satchwell	St Albans		Suzuki
33	John Reynolds	Nottingham	Reve Red Bull Ducati Racing Team	Ducati
34	Dean Ashton	Hull	Team Total Result	Ducati
36	James Bunton	Edenbridge		Yamaha
37	Richard Defago	Tonbridge		Kawasaki
38	Jamie Green	Fakenham	Sign Dynami-Dynamic Racing	Yamaha
40	John Pugh	Birmingham	SDS-Tulip-LMS	Kawasaki
44	Tom Knight	Faversham		Ducati
46	Neil Cray	Bedford		Kawasaki
47	Scott Hanney	Daventry	Scorpion Superbike Team	TBA
55	Elliot Burgess	Lymington	Team Total Result	Ducati 955
57	Andrew Ward	Beal	De Walt/Baxi	Ducati
69	Steve Moody	Carterton	SMR Superbike/Witney Tyres	Kawasaki
77	Brett Sampson	Plymouth	GT M/Cycles/Morris Lubricants	Kawasaki
88	Roger Bennett	Midlothian	Jordasic	Kawasaki

STARTING GRID



RESULTS - RACE 1

1st 1 2nd 33 3rd 5 4th 4 5th 3 6th 21 7th 13 8th 11 9th 7 10th 22
 Winner's time: 225.23 Speed 106.10 mph. Fast.lap: No 33 Time 1:27.078 Speed 107.49 mph.

RESULTS - RACE 6

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

LAP RECORD

CARL FOGARTY (Ducati)

time: 1m 26.36sec
average speed: 108.34mph
date: 09.08.97

Brands Hatch Leisure Group uses **YAMAHA** Motorcycles for its Yamaha Race School - 01507 343555

	Rounds	Donnington Pk April 1/13,	Outkom Park April 25/21,	Stonehaven May 9/11,	Brands Hatch June 20/22,	Thruxton July 4/6,	Outkom Park July 18/20,	Mallorey Park July 25/27,	Knooch Mill August 8/10,	Cadwell Park August 23/25,	Brands Hatch Sept 12/14,	Donnington Pk Sept 26/28,	Total
1. Niall Mackenzie	25/25	11/16	25/20	8/13	25/25	25/25	25/25	0/25	9/0	-	-	-	327
2. Chris Walker	13/20	25/0	25/30	20/11	16/11	16/16	10/16	13/20	11/20	-	-	-	283
3. Michael Rutter	7/10	8/0	16/7	13/20	9/6	13/13	8/13	15/0	20/25	-	-	-	204
4. Iain Macpherson	8/0	7/8	0/0	11/16	13/13	0/11	20/0	25/26	13/13	-	-	-	174
5. John Reynolds	20/0	20/25	8/0	0/25	11/16	20/20	0/0	0/0	0/0	-	-	-	165
6. Sean Emmett	9/16	13/11	9/11	25/10	0/9	0/10	13/0	0/0	10/16	-	-	-	162
7. Terry Rymer	10/13	16/20	0/0	16/0	20/20	0/0	0/0	11/10	16/0	-	-	-	152
8. Jim Moodie	11/11	9/9	11/13	0/8	10/10	10/9	11/11	0/9	8/0	-	-	-	150
9. Matt Llewellyn	0/9	10/10	13/16	6/3	8/8	11/8	0/0	0/11	5/7	-	-	-	125
10. Steve Hislop	16/0	0/13	3/0	5/9	4/0	0/0	16/20	20/13	0/4	-	-	-	123
11. Ray Stringer.....	6/7	6/7	8/8	0/2	7/7	9/7	9/10	8/7	6/6	-	-	-	117
12. Ian Simpson	0/0	0/0	0/0	0/0	0/0	8/0	7/9	10/8	25/11	-	-	-	78
13. Brett Samson.....	0/5	3/6	0/0	4/6	6/4	7/6	0/8	6/4	3/8	-	-	-	76
14. Andrew Ward	3/6	2/0	4/0	9/5	2/2	3/4	0/5	7/5	7/9	-	-	-	73
15. Dean Ashton	4/8	0/4	2/4	10/4	0/1	0/0	6/7	0/0	4/0	-	-	-	54
16. Andy Hatton	5/0	5/5	7/9	3/0	0/0	0/0	0/0	0/0	0/0	-	-	-	34
= Darren Dixon.....	1/0	0/2	0/5	7/7	0/0	4/3	3/2	0/0	0/0	-	-	-	34
18. Graham Ward	0/4	0/3	0/0	0/1	5/5	6/0	5/0	0/0	0/0	-	-	-	33
19. David Jefferies.....	0/0	0/0	0/0	0/0	0/0	0/0	0/0	9/6	0/10	-	-	-	25
20. Brian Morrison	0/0	0/0	10/10	0/0	0/0	0/0	0/0	0/0	0/0	-	-	-	20
21. Pete Graves	0/0	0/0	0/0	0/0	3/0	5/5	2/4	0/0	0/0	-	-	-	19
= Colin Hipwell.....	0/3	0/0	0/3	0/0	0/0	1/0	0/1	4/2	0/5	-	-	-	19
23. Lee Dickinson	0/0	0/0	6/0	0/0	0/0	0/2	4/6	0/0	0/0	-	-	-	18
24. Nigel Nottingham.....	0/2	0/1	0/0	0/0	0/0	0/0	0/0	5/0	0/0	-	-	-	8
25. Tom Knight	0/0	0/0	0/6	0/0	1/0	0/0	0/0	0/0	0/0	-	-	-	7
= Jim Hobson	0/0	0/0	0/0	0/0	0/3	2/0	0/0	0/0	2/0	-	-	-	7
27. Steve Marks.....	0/0	0/0	0/0	2/0	0/0	0/0	1/3	0/0	0/0	-	-	-	6
= Roger Bennett.....	2/0	1/0	0/0	0/0	0/0	0/0	0/0	0/3	0/0	-	-	-	6
29. David Higgins	0/0	0/0	0/2	1/0	0/0	0/0	0/0	0/0	0/0	-	-	-	3
30. Jon Ward	0/1	0/0	0/0	0/0	0/0	0/0	0/0	0/0	0/0	-	-	-	1
= Neil Cray	0/0	0/0	1/0	0/0	0/0	0/0	0/0	0/0	0/0	-	-	-	1
= James Bunton	0/0	0/0	0/0	0/0	0/0	0/1	0/0	0/0	0/0	-	-	-	1
= Scott Hanney.....	0/0	0/0	0/0	0/0	0/0	0/0	0/0	0/0	1/0	-	-	-	1
privateers													
1. Ray Stringer.....	25/20	25/25	16/20	0/11	25/25	25/25	25/25	26/20	20/13	-	-	-	361
2. Brett Sampson	9/13	13/20	0/0	13/20	20/16	20/20	7/20	11/11	13/16	-	-	-	242
3. Andrew Ward	13/16	11/0	13/0	20/16	11/11	10/13	0/11	13/13	25/20	-	-	-	216
4. Dean Ashton	16/25	8/13	11/11	25/13	9/10	0/0	20/16	0/0	15/0	-	-	-	193
5. Darren Dixon	10/0	9/10	9/13	16/25	0/0	11/11	11/8	0/0	0/0	-	-	-	133
6. Graham Ward	8/11	16/11	0/0	0/10	16/20	16/0	16/0	0/0	0/0	-	-	-	124
7. Andy Hatton	20/0	20/26	25/25	11/0	0/0	0/0	0/0	0/0	0/0	-	-	-	117
8. Colin Hipwell	5/10	6/5	0/10	8/6	0/0	8/0	8/7	9/9	0/11	-	-	-	102
9. Peter Graves	0/0	0/0	0/0	9/0	13/9	13/16	10/10	0/0	0/0	-	-	-	80
10. Lee Dickenson.....	0/0	4/8	20/0	0/5	0/0	0/10	13/13	0/0	0/0	-	-	-	73
manufacturers'													
1. Yamaha	25/25	25/16	25/25	20/13	25/25	25/25	25/25	13/25	11/20	-	-	-	393
2. Ducati	20/16	20/25	9/11	25/25	11/16	20/20	13/9	10/8	25/16	-	-	-	299
3. Kawasaki	10/13	16/20	10/10	16/16	20/20	9/11	20/20	25/26	16/13	-	-	-	281
5. Honda.....	7/10	8/0	16/7	13/20	9/6	13/13	8/13	16/0	20/25	-	-	-	240
4. Suzuki	11/11	10/10	13/16	6/8	10/10	11/9	11/11	0/11	8/7	-	-	-	173
teams													
1. Cadburys Boost	38/45	36/16	45/45	28/24	41/36	41/41	35/41	13/45	20/20	-	-	-	510
2. Kawasaki Motors	18/13	23/28	10/10	27/16	33/33	0/11	36/20	36/25	29/13	-	-	-	382
3. Reve Redbull	36/0	20/38	14/0	5/34	15/16	26/20	7/9	10/8	25/11	-	-	-	296
4. Crescent Suzuki.....	11/20	19/19	24/29	6/11	18/19	21/17	11/11	0/20	13/7	-	-	-	275
5. V & M Honda	7/10	6/0	16/7	13/20	9/6	13/13	8/13	16/0	20/25	-	-	-	204
6. Sabre Airways	6/7	6/7	11/8	0/2	7/7	9/9	13/16	28/20	6/10	-	-	-	172

Brands Hatch Leisure Group uses **YAMAHA** Motorcycles for its Yamaha Race School - 01507 343555

RACES 2 18 LAPS



FACTFILE

Eligible machines:

Solo machines, over 80cc to 125cc, two stroke, 1 cylinder. 6 gears maximum, minimum weight 65kg.

prize money:

£800-£700-£600-£400-£320
£260-£240-£220-£200-£160
£120-£120-£120-£120-£120
£100-£100-£100-£100-£100

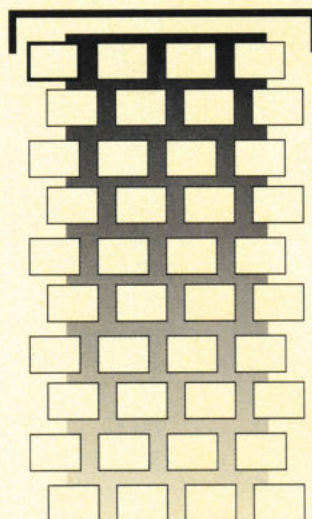
Points scoring:

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

Championship Rounds:

April 12 Donington Park
April 25/26 Oulton Park
May 9/10 Snetterton
June 20/21 Brands Hatch (Indy)
July 5/6 Thruxton
July 18/19 Oulton Park
July 25/27 Mallory Park
Aug 9/10 Knockhill
Aug 23/24 Cadwell Park
Sept 12/14 Brands Hatch
Sept 26/27 Donington Park

STARTING GRID



LAP RECORD

Darren Barton
(Yamaha)

time: 1m 35.60sec

average speed: 97.91mph

date: 14.05.95

no.	rider	hometown	owner/sponsor	machine
1	Robin Appleyard	Keighley	Team Colin Appleyard Racing	Honda RS
2	Phelim Owens	Dungannon		Honda
3	Fernando Mendes	Dunstable	Padgetts Motorcycles Ltd	Honda
4	Pete Jennings	Evesham	Knotts Motorcycles	Honda
6	Chris Palmer	Carlisle	Lee Rumney GCS Racing	Honda
7	Jason Davis	Preston	Cosgrove Coaches	Honda
8	Steve Patrickson	Shipley	Paul Bird Motorsport	Honda
9	Darren Barton	Darwen	RCD Motorsport	Honda
10	Darren Gawley	Portadown	Paul Bird Motorsport	Honda
11	Ian Lougher	Barry	Scania (Great Britain) Ltd	Honda
12	Gavan Morris	Rugeley	Easton-Banks Racing/AMV Racing	Honda
13	Alan Green	Bristol	Breadline Racing	Honda
14	Paul Notman	Stapleford	Speedline M/C's	Aprilia
15	Gavin Lee	Southampton	DTR / Morris Lubricants	Honda
16	David Mateer	Lisburn		Honda
18	Paul Robinson	Ballymoney		Honda
19	Mark Davies	Barnsley	Greenline	Honda
20	Kenny Tibble	Barnsley	Pearsons Motorcycles	Honda
21	Tom Tunstall	Wakefield	Team Colin Appleyard/Mick Walker	Honda
22	George Bedford	Burton U Trent	Hogsped Racing	Honda
23	David Dawson	Manea	Kegra Racing/A-J Racing	Honda
24	George Wakefield	Huntingdon		Honda
25	Jeremy Goodall	Scarborough	Fast Line Racing/Crown Car Sales	Honda
26	Phil Harvey	Goole		Honda
27	Russell Chatterton	Upminster		Honda
28	Greg Farrar	High Wycombe		Honda
29	Daniel Tarratt	Melton Mowbray	Ardent Fabrication/J & RB Racing	Honda
30	Robert Chilcott	Castle Bromwich		Honda
31	Paul Jones	Liverpool	Blacks Bikeshop	Aprilia
32	Marcus Johnston	Dumfries		Honda
33	Sanjay Sharma	Bexhill on Sea		Honda
38	Chris Martin	York		Honda
41	Gareth Jones	Tonbridge	Gary Lingham Racing/Prism Eng.	Honda
44	Nick Medd	York	Medd Racing Ltd	Honda
47	Craig Gray	High Wycombe		Honda
69	Tim Wilson	London	Metropolis Motorcycles	Honda
77	Damien Cahill	Ealing	McCready Racing	Honda

CHAMPIONSHIP POINTS

1. Darren Barton	168	4. Jason Davis	127	7. Pete Jennings	95
2. Fernando Mendes	162	5. Phelim Owens	116	8. Steve Patrickson	93
3. Chris Burns	144	6. Robin Appleyard	98	9. Darren Gawley	83

RESULTS

1st 9 2nd 13 3rd 4 4th 31 5th 1 6th 3 7th 6 8th 77 9th 18 10th 14
Winner's time: 28.35 Speed 68.5 mph. Fast lap: No 98 Time 1.33.15 Speed 100.4 mph.

Brands Hatch Leisure Group uses **YAMAHA** Motorcycles for its Yamaha Race School - 01507 343555

RACE 3 18 LAPS

FACTFILE

Eligible machines:

Solo machines, complying with MCRCB Supersport 600 regulations.

Prize money:

£800-£700-£600-£400-£320
£260-£240-£220-£220-£200
£160-£120-£120-£120-£120
£100-£100-£100-£100-£100

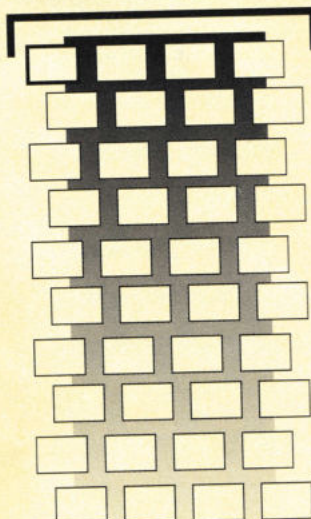
Points scoring:

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

Championship Rounds;

April 12 Donington Park
April 25/26 Oulton Park
May 9/10 Snetterton
June 20/21 Brands Hatch (Indy)
July 5/6 Thruxton
July 18/19 Oulton Park
July 25/27 Mallory Park
Aug 9/10 Knockhill
Aug 23/24 Cadwell Park
Sept 12/14 Brands Hatch
Sept 26/27 Donington Park

STARTING GRID



LAP RECORD

Michael Paquay
(Ducati)

time: 1m 33.52sec
average speed: 99.58mph
date: 6.08.95

ADVANCE SUPERSPORT 600 CHAMPIONSHIP

no.	rider	hometown	owner/sponsor	machine
1	Dave Heal	Heathfield	V&M Honda Britain	Honda
3	Paul Brown	Scunthorpe	Carnell RS Performance	Honda
4	John Crawford	Coatbridge	Crescent Suzuki	Suzuki
7	Andy Pallot	Bury St Edmunds	Amot Team Racing	Honda
8	Iain Duffus	Glenrothes	V + M Honda Britain	Honda
9	Pete Jennings	Dewsbury	Tony Scott Racing	Honda
10	Phil Borley	Southend on Sea	Team Raceways Honda	Honda
11	Phillip McCallen	Tandragee	Motorcycle City	Honda
12	Dean Thomas	Australia	Tony Scott Racing	Honda
13	Dan Harris	London	Crescent Suzuki	Suzuki
14	Alex Buckingham	Barnstaple	Robson Racing	Yamaha
16	Phil Giles	Nottingham		Yamaha
17	Dave Redgate	Orpington	Team Moto Solo	Honda
19	Jago Chapman	Ulceby	Cabb Racing Ltd	Honda
22	Ian Simpson	Dalbeattie	V&M Honda Britain	Honda
23	Paul Dedman	Castletown		Kawasaki
24	Simon Smith	Harrogate	N K Tuning / NYRRSC	Honda
25	Lee Morton	Keighley	Team Colin Appleyard Racing	Honda
26	David Wood	Aylesbury	Street Machine	Kawasaki
27	Stuart Wickens	Ipswich	R S Racing	Honda
28	Paul Breslin	Musselburgh		Yamaha
29	Mark Nelson	Leeds		Honda
30	Anita Buxton	Ware		Yamaha
31	Dave Rathbone	Blackpool	Team Raceways Honda	Honda
32	Bill Hutcheson	West Hallam	G S Hawley Coachworks Ltd	Honda
34	Howard Whitby	Wakefield		Honda
35	Gary Weston	Ashford	Bromley Haulage	Yamaha
36	Danny Beaumont	Berkhamstead	Tony Scot Racing	Honda
37	Douglas Cowie	Aberdeen	McGowan Motorcycles	Honda
38	Darren Dixon	Folkstone	Securagard	Kawasaki
40	Mark Horner	Thirsk	Severfield -Reeve Plc	Honda
45	Ian Campbell	Edinburgh		Honda
46	Lee Dickson	Sheffield	Hi-Peak Racing	Honda
47	Karl Harris	Harrogate	Hi-Peak Racing	Honda
48	Simon Howton	Dartford		Suzuki
52	James Toseland	Sheffield	Mick Corrigan Racing/Pidcocks	Honda
55	Ian Bennett	Prestwood	Acclaim Racing	Yamaha
57	Steve Plater	Ulceby	Cabb Racing Ltd	Honda
58	Shane Byrne	Sittingborne		Honda
68	Mark Wainwright	Beverley		Honda
69	Andy Tinsley	Redditch	Knotts Motorcycles	Honda
79	Gordon Whitaker	Halifax		Suzuki
97	Chris Heath	Chesterfield		Honda
99	Adam Lewis	Winchester	Team Slater Racing/Thruxton MC's	Yamaha

CHAMPIONSHIP POINTS

1. Paul Brown	166	4. Howard Whitby	83	7. Dean Thomas	79
2. Ian Simpson	126	5. Steve Plater	81	8. James Toseland	69
3. Dave Heal	85	6. Phillip McCallen	80	9. Iain Moodie	58

RESULTS

1st 52 2nd 4 3rd 84 4th 22 5th 16 6th 12 7th 1 8th 24 9th 10 10th 69
Winner's time: 27.46 Speed 101.3 mph. Fast.lap: No 52 Time 131.5 Speed 102.2 mph.

Brands Hatch Leisure Group uses **YAMAHA** Motorcycles for its Yamaha Race School - 01507 343555

RACE 4 12 LAPS

FACTFILE

Eligible machines:

Solo machines, over 201cc to 250cc two stroke, two cylinders maximum, six gears maximum, minimum weight 90kg.

Prize money:

£800-£700-£600-£400-£320
£260-£240-£220-£200-£160
£120-£120-£120-£120-£120
£100-£100-£100-£100-£100

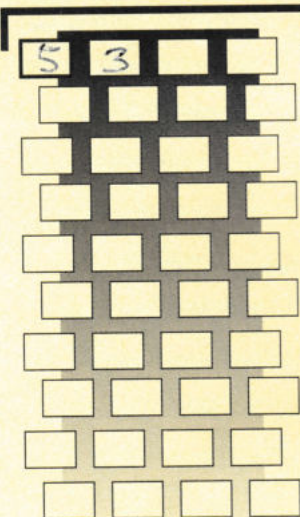
Point scoring:

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

Championship Rounds;

April 12 Donington Park
April 25/26 Oulton Park
May 9/10 Snetterton
June 20/21 Brands Hatch (Indy)
July 5/6 Thruxton
July 18/19 Oulton Park
July 25/27 Mallory Park
Aug 9/10 Knockhill
Aug 23/24 Cadwell Park
Sept 12/14 Brands Hatch
Sept 26/27 Donington Park

STARTING GRID



LAP RECORD

Jamie Robinson
(Aprilia)

time: 1m 30.42sec

average speed: 103.52mph

date: 05.08.95



ADVANCE

250cc BRITISH CHAMPIONSHIP

no.	rider	hometown	owner/sponsor	machine
1	Steve Sawford	Biddenham	Honda Britain	Honda
3	Woolsey Coulter	Co Armagh		Aprilia
4	Callum Ramsey	Perth		Honda
5	Jason Vincent	Earl Shilton	Padgetts Motorcycles Ltd	Honda
7	Gary May	Hungerford	Autorama M/C's/Rob Shuker	Yamaha
8	Max Vincent	Earl Shilton		Honda
9	Adrain Clarke	Heanor	VHE/Ian Clarke	Honda
10	John McGuinness	Garstang	Paul Bird Motorsport	Aprilia
13	Anna Wilkin	Gloucester		Yamaha
14	Paul Ellis	Holyhead		Yamaha
16	Mark Chapman	Bristol	Fowlers Motorcycles	Honda
18	Adam Marshall	Wragby		Honda
19	Adrian Coates	Antrim	Wrangler Team GB	Honda
20	Darren Thomas	Fleet		Honda
21	Dean Johnson	Coalville	Castle Motorcycles	Honda
22	Maurice Ruddock	Belfast	Team MSR	Aprilia
23	Jason Gillard	Northampton		Honda
24	John Creith	Bushmills		Honda
25	Craig Millward	Gillingham		Yamaha
26	Gary Jackson	Lincoln		Honda
27	Simon Turner	Newtownabbey	Millar Racing	Honda
28	Greg Fowler	Lichfield		Honda
30	Martin Johnson	Whitley Bay	Fergusons Transport	Honda
31	Andy Simpkins	Burbage		Honda
32	Davy Morgan	Saintfield		Honda
34	Stephen Thompson	Crumlin		Honda
36	Philip Stead	Northallerton	Fawcetts of Middlesbrough	Yamaha
37	Laurence Hupper	Dover		Honda
41	Carl Salvage	Stoke on Trent	Keppel Racing	Honda
42	Alan McGregor	Dromora	Team MSR	Honda
43	Glen Winterbottom	Bolton		Honda
45	Stuart Edwards	Billericay		Honda
51	Mark Burr	Penrith	Stag Racing/Steve Cullen	Honda
53	Mike Walker	Barrow in Furness		Yamaha
55	Richard Foxon	Loughborough	Denham Foxon & Watchorn Solicitors	Yamaha
57	Tim Levy	Kings Lynn	PJE Racing/Ron Greengrass	Honda
66	John Pearson	Cottingham	Pearson Racing/Mercury	Honda
71	Bill Boldman	Whitchurch on Tham		Honda
77	Alex Hutchinson	Beverley	LAR Distribution	Honda
88	Scott Smart	Wateringbury		Honda

CHAMPIONSHIP POINTS

1. Scott Smart	189	4. John McGuinness	124	7. Adrian Clarke	84
2. Jason Vincent	166	5. Woolsey Coulter	114	8. Mark Coates	61
3. Steve Sawford	150	6. Callum Ramsay	94	9. Adrian Coates	54

RESULTS

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

Brands Hatch Leisure Group uses **YAMAHA** Motorcycles for its Yamaha Race School - 01507 343555

RACES 1 & 6 10 LAPS

MOTORCYCLE **City** superteen championship

FACTFILE

Eligible Machines

Solo Machines, 2-stroke single cylinder with a maximum of 125cc, conforming to the General Regulations of the MCRCB and the specific regulations for Superteens as laid down in the technical regulations. All Superteen riders must be between the ages of 15 and under 20 years on the 1st March.

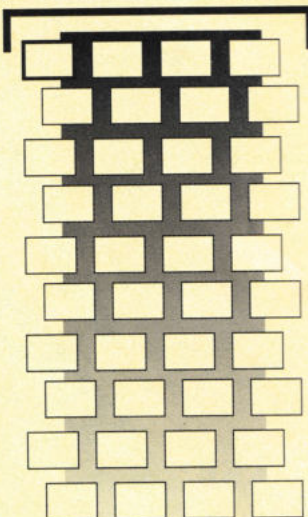
Points System

- 1st - 25 points
- 2nd - 20 points
- 3rd - 16 points
- 4th - 13 points
- 5th - 11 points
- 6th to 15th place - 10 to 1 points

Championship Rounds;

- April 12 Donington Park
- April 25/26 Oulton Park
- May 9/10 Snetterton
- June 20/21 Brands Hatch (Indy)
- July 18/19 Oulton Park
- July 25/27 Mallory Park
- Aug 9/10 Knockhill
- Aug 23/24 Cadwell Park
- Sept 12/14 Brands Hatch
- Sept 26/27 Donington Park

STARTING GRID



LAP RECORD

ROD HAMBLIN

(Cagiva)

time: 1m 51.53

average speed: 83.93 mph

date: 14.05.95

no.	rider	hometown	owner/sponsor	machine
2.	Lee Hodge	Ruislip Manor	RAD Fabrication Co.	Aprillia
3.	Steve Brogan	Liverpool		Aprillia
4.	Aaron Zanotti	Loughborough	Team Bellitti Moto	Aprillia
5.	Richard Hackett	Corley Manor	Team GSE Racing	Aprillia
6.	Ryan Morris	Kendal		Aprillia
8.	James Elison	Kendal		Aprillia
9.	Paul Jones	Sefton	Blacks Bikeshop	Aprillia
10.	Mark Buldock	Ashford	Team GSE Racing	Aprillia
11.	Richard Fogg	Bolton		Aprillia
12.	Mark Salt	Stoke on Trent		Aprillia
13.	Sam Bowles	Bolton		Aprillia
14.	Matthew Stafford	Worcester		Aprillia
15.	Matt Layt	Norwich	Sign Dynamics-Dynamics Racing	Aprillia
16.	Andrew Sawford	Sandy	St. Neots MC Co Ltd.	Aprillia
17.	Andrew Kershaw	Stockport		Aprillia
19.	Robert Donley	Stockport	Motorcycle Centre Stockport	Aprillia
22.	Dijon Compton	Bradford	Mick Walker Racing	Aprillia
23.	Chris Martin	York	SS Engineering Ltd	Aprillia
25.	Paul Sheehan	Stamford	ATS Racing (Stamford)	Aprillia
31.	Neil Garner	Burton on Trent		Aprillia
34.	Peter Wilson	Swindon		Aprillia
37.	Dean Ellison	Kendal		Aprillia
44.	Michael Hill	Stockton on Tees	Hillforth Services/Team NTRRSC	Aprillia
48.	Christopher Miller	Edinburgh	Tech 2 Racing	Aprillia
64.	Clint Mears	Hyde		Aprillia
69.	Phil Ridgeway	Liverpool		Cagiva
77.	John Howson	Ashbourne		Aprillia
88.	David Carson	Northwich	Dynamic Leathers	Aprillia
98.	Kieran Murphy	Ipswich		Aprillia

CHAMPIONSHIP POINTS

1. Steve Brogan	141	4. Kieran Murphy	88	7. Clint Mears	59
2. Paul Jones	108	5. Andrew Sawford	68	8. James Ellison	47
3. Karl Harris	93	6. Chris Martin	64	9. Dean Ellison	46

RESULTS - RACE 1

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

RESULTS - RACE 6

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

Brands Hatch Leisure Group uses **YAMAHA** Motorcycles for its Yamaha Race School - 01507 343555

RACE 7 10 LAPS

MOBIL 1 RACING 4T TRIUMPH SPEED TRIPLE CHALLENGE

FACTFILE

Eligible Machines

Motorcycles must be a 1997 Triumph 509 Speed Triple, conforming to the General Regulations of the MCRCB and the specific regulations for Triumphs as laid down in the technical regulations.

Points System

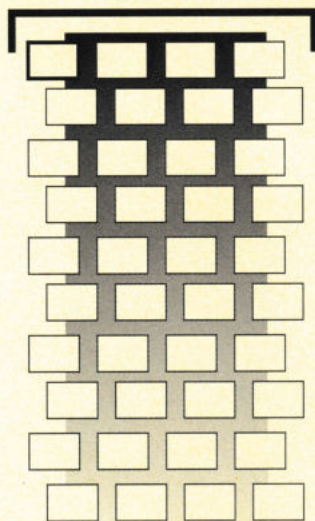
- 1st - 25 points
- 2nd - 20 points
- 3rd - 16 points
- 4th - 13 points
- 5th - 11 points
- 6th to 15th place - 10 to 1 points

Championship Rounds;

- May 2/4 Donington Park
- June 14 Castle Combe
- July 5/6 Thruxton
- July 18/20 Oulton Park
- Aug 1/3 Brands Hatch
- Aug 15/17 Donington Park
- Sept 13/14 Brands Hatch
- Sept 27/28 Donington Park

no.	rider	hometown	owner/sponsor
1	David Jefferies	ShIPLEY	Allan Jefferies Motorcycles
2	Paul Brown	Scunthorpe	Clay Cross/General Guarantee
4	Mark Phillips	Lincoln	General Guarantee/Webbs of Lincoln
6	Danny Imberg	UXBRIDGE	Carl Rosner Motorcycles
7	Alan Baston	Aylesbury	Market Motorcycles
9	Lee Humphries	Geddington	H B Humphries & Co Ltd
10	Jason Emmett	Walton on Thames	Two Wheel Services/Akito Racing
11	Steve Plater	Woodhall Spa	CMS Racing
12	Geoff Spencer	Bradney	ABBA Plant Hire/CMS Racing
14	Brian Tattersal	Colne	
15	Steve Sharpe	Lincoln	Implas Building Plastics
16	Joe Bowes	Banbury	
17	David Wood	Aylesbury	Market Motorcycles
19	Howard Selby	North Berwick	PFK Ling Ltd
20	Matt Llewellyn	Glenfield	Riders of Bridgewater
21	Phil Giles	Nottingham	Clay Cross Powersports
22	Steve Carroll	Hessle	
23	Oly Duke	Titchmarsh	Woods Motorcycle
25	John Paul Senior	Scunthorpe	
26	Karl Harris	Harrogate	Martyn Raynor Cars
27	Triumphs Entry for Guest Rider Journalist		
32	Francis Williams	Petersfield	Rafferty Newman
33	Steve Williams	Llantwit Major	Two Wheel Services
37	Danny Beaumont	Berkhamstead	Neil Young M/Cycles/Wilsons M/Cycles
42	Tim Lee	Coventry	
44	Mark Ditchfield	Rochdale	Robinsons of Rochdale
55	Chris Moss	Market Harborough	Neil Young M/Cycles/General Guarantee
77	Tom Cuddy	London	Pidcocks
88	Chris Sammons	Cheadle	Greens of Longto
99	Adam Lewis	Andover	Clive Wood/Jack Lilley Racing

STARTING GRID



LAP RECORD

RON HASLAM
(Triumph)

time: 1m 37.21sec

average speed: 96.29mph

date: 14.05.95

CHAMPIONSHIP POINTS

1. Jason Emmett	99.5	4. Paul Brown	67	7. Steve Plater	44
2. Alan Baston	92	5. Matt Llewellyn	49	8. Adam Lewis	34
3. David Jefferies	65.5	6. Francis Williamson	48.5	9. Mark Ditchfield	33.5

RESULTS

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

Brands Hatch Leisure Group uses **YAMAHA** Motorcycles for its Yamaha Race School - 01507 343555

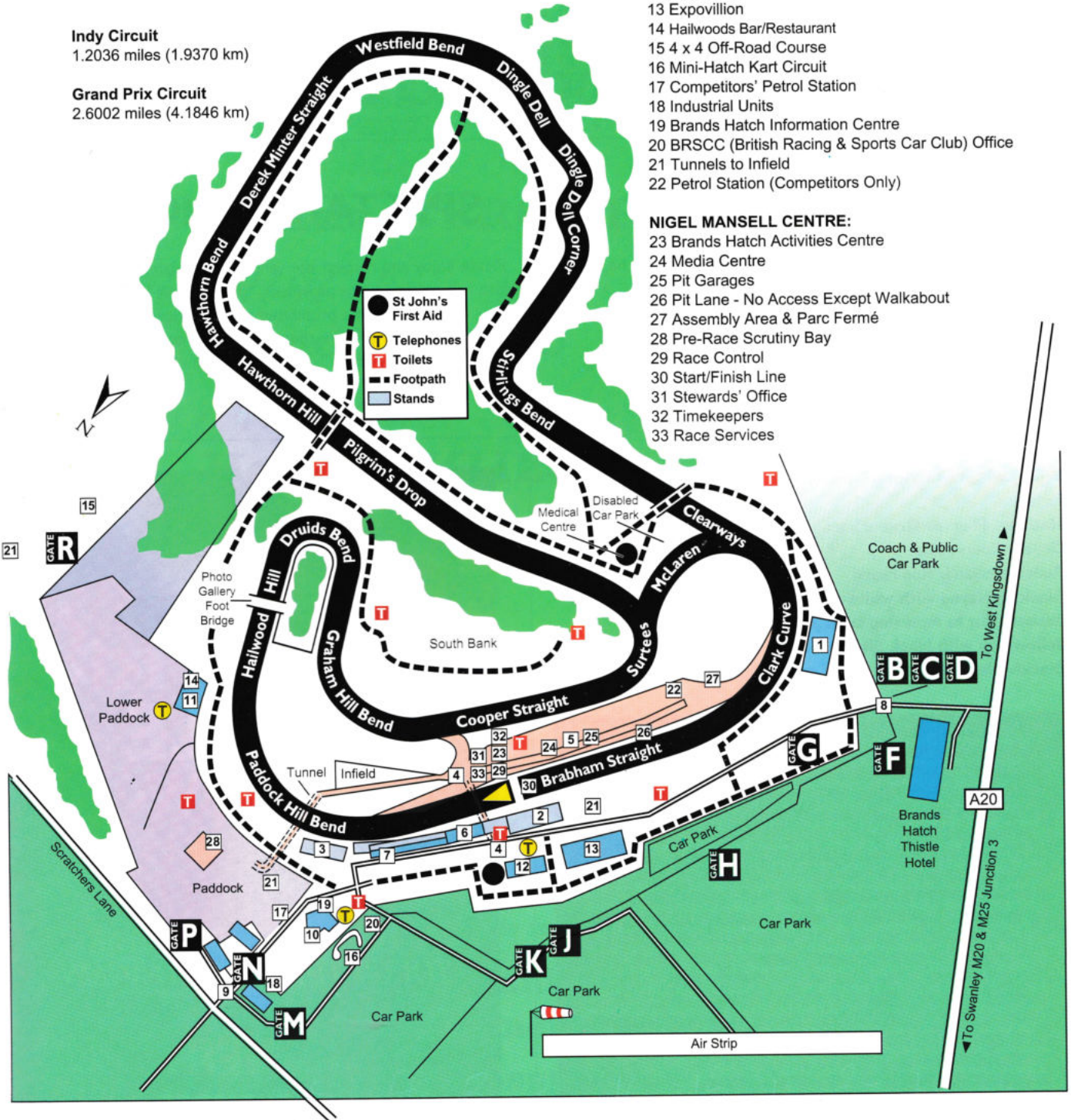


LEISURE GROUP LIMITED

Fawkham, Longfield, Kent DA3 8NG
Tel: 01474 872331 Fax: 01474 874766

Indy Circuit
1.2036 miles (1.9370 km)

Grand Prix Circuit
2.6002 miles (4.1846 km)



- 1 The John Foulston Centre
- 2 Main Grandstand
- 3 Paddock Hill Bend Stand
- 4 Pedestrian Tunnel
- 5 Central Booking Office
- 6 Brabham Centre
- 7 Stewart Centre and Shops
- 8 Main Entrance
- 9 Paddock Entrance
- 10 Kentagon Bar/Restaurant
- 11 Earlydrive/4 x 4 Office
- 12 Auto Store
- 13 Expovillion
- 14 Hailwoods Bar/Restaurant
- 15 4 x 4 Off-Road Course
- 16 Mini-Hatch Kart Circuit
- 17 Competitors' Petrol Station
- 18 Industrial Units
- 19 Brands Hatch Information Centre
- 20 BRSCC (British Racing & Sports Car Club) Office
- 21 Tunnels to Infield
- 22 Petrol Station (Competitors Only)

- NIGEL MANSELL CENTRE:**
- 23 Brands Hatch Activities Centre
 - 24 Media Centre
 - 25 Pit Garages
 - 26 Pit Lane - No Access Except Walkabout
 - 27 Assembly Area & Parc Fermé
 - 28 Pre-Race Scrutiny Bay
 - 29 Race Control
 - 30 Start/Finish Line
 - 31 Stewards' Office
 - 32 Timekeepers
 - 33 Race Services

Brands Hatch Leisure Group uses **YAMAHA** Motorcycles for its Yamaha Race School - 01507 343555

1 Lap = 2.6002 Miles

Brands Hatch GP Circuit Lap Speed Table

Time	Speed	Time	Speed	Time	Speed	Time	Speed	Time	Speed	Time	Speed	Time	Speed	Time	Speed	Time	Speed	Time	Speed	Time	Speed	Time	Speed
ms	mph	ms	mph	ms	mph	ms	mph	ms	mph	ms	mph	ms	mph	ms	mph	ms	mph	ms	mph	ms	mph	ms	mph
1.05.0	144.01	1.10.1	133.53	1.15.2	124.48	1.20.3	116.57	1.25.4	109.61	1.30.5	103.43	1.35.6	97.92	1.40.7	92.96	1.45.8	88.48	1.50.9	84.64	1.55.4	81.12	1.59.9	78.00
1.05.1	143.79	1.10.2	133.34	1.15.3	124.31	1.20.4	116.43	1.25.5	109.48	1.30.6	103.32	1.35.7	97.81	1.40.8	92.86	1.45.9	88.39	1.50.7	84.56	1.55.5	81.05	1.59.8	77.88
1.05.2	143.57	1.10.3	133.15	1.15.4	124.15	1.20.5	116.28	1.25.6	109.35	1.30.7	103.21	1.35.8	97.71	1.40.9	92.77	1.46.0	88.31	1.50.8	84.48	1.55.6	80.98	1.59.7	77.71
1.05.3	143.35	1.10.4	132.96	1.15.5	123.98	1.20.6	116.14	1.25.7	109.23	1.30.8	103.09	1.35.9	97.61	1.41.0	92.68	1.46.1	88.23	1.50.9	84.41	1.55.7	80.91	1.59.6	77.54
1.05.4	143.13	1.10.5	132.78	1.15.6	123.82	1.20.7	115.99	1.25.8	109.10	1.30.9	102.98	1.36.0	97.51	1.41.1	92.59	1.46.2	88.14	1.51.0	84.33	1.55.8	80.84	1.59.5	77.37
1.05.5	142.91	1.10.6	132.59	1.15.7	123.66	1.20.8	115.85	1.25.9	108.97	1.31.0	102.87	1.36.1	97.41	1.41.2	92.50	1.46.3	88.06	1.51.1	84.25	1.55.9	80.77	1.59.4	77.20
1.05.6	142.69	1.10.7	132.40	1.15.8	123.49	1.20.9	115.71	1.26.0	108.85	1.31.1	102.75	1.36.2	97.30	1.41.3	92.41	1.46.4	87.98	1.51.2	84.18	1.56.0	80.70	1.59.3	77.03
1.05.7	142.48	1.10.8	132.21	1.15.9	123.33	1.21.0	115.56	1.26.1	108.72	1.31.2	102.64	1.36.3	97.20	1.41.4	92.31	1.46.5	87.89	1.51.3	84.10	1.56.1	80.63	1.59.2	76.86
1.05.8	142.26	1.10.9	132.03	1.16.0	123.17	1.21.1	115.42	1.26.2	108.59	1.31.3	102.53	1.36.4	97.10	1.41.5	92.22	1.46.6	87.81	1.51.4	84.03	1.56.2	80.56	1.59.1	76.69
1.05.9	142.04	1.11.0	131.84	1.16.1	123.01	1.21.2	115.28	1.26.3	108.47	1.31.4	102.41	1.36.5	97.00	1.41.6	92.13	1.46.7	87.73	1.51.5	83.95	1.56.3	80.49	1.59.0	76.52
1.06.0	141.83	1.11.1	131.66	1.16.2	122.84	1.21.3	115.14	1.26.4	108.34	1.31.5	102.30	1.36.6	96.90	1.41.7	92.04	1.46.8	87.65	1.51.6	83.88	1.56.4	80.42	1.58.9	76.35
1.06.1	141.61	1.11.2	131.47	1.16.3	122.67	1.21.4	115.00	1.26.5	108.22	1.31.6	102.19	1.36.7	96.80	1.41.8	91.95	1.46.9	87.57	1.51.7	83.80	1.56.5	80.35	1.58.8	76.18
1.06.2	141.40	1.11.3	131.29	1.16.4	122.52	1.21.5	114.86	1.26.6	108.09	1.31.7	102.08	1.36.8	96.70	1.41.9	91.86	1.47.0	87.48	1.51.8	83.78	1.56.6	80.28	1.58.7	76.01
1.06.3	141.19	1.11.4	131.10	1.16.5	122.36	1.21.6	114.71	1.26.7	107.97	1.31.8	101.97	1.36.9	96.60	1.42.0	91.77	1.47.1	87.40	1.51.9	83.65	1.56.7	80.21	1.58.6	75.84
1.06.4	140.97	1.11.5	130.92	1.16.6	122.20	1.21.7	114.57	1.26.8	107.84	1.31.9	101.86	1.37.0	96.50	1.42.1	91.68	1.47.2	87.32	1.52.0	83.58	1.56.8	80.14	1.58.5	75.67
1.06.5	140.76	1.11.6	130.74	1.16.7	122.04	1.21.8	114.43	1.26.9	107.72	1.32.0	101.75	1.37.1	96.40	1.42.2	91.59	1.47.3	87.24	1.52.1	83.50	1.56.9	80.07	1.58.4	75.50
1.06.6	140.55	1.11.7	130.55	1.16.8	121.88	1.21.9	114.29	1.27.0	107.59	1.32.1	101.64	1.37.2	96.30	1.42.3	91.50	1.47.4	87.16	1.52.2	83.43	1.57.0	80.01	1.58.3	75.33
1.06.7	140.34	1.11.8	130.37	1.16.9	121.73	1.22.0	114.16	1.27.1	107.47	1.32.2	101.53	1.37.3	96.20	1.42.4	91.41	1.47.5	87.08	1.52.3	83.35	1.57.1	79.94	1.58.2	75.16
1.06.8	140.13	1.11.9	130.19	1.17.0	121.57	1.22.1	114.02	1.27.2	107.35	1.32.3	101.42	1.37.4	96.11	1.42.5	91.32	1.47.6	87.00	1.52.4	83.28	1.57.2	79.87	1.58.1	74.99
1.06.9	139.92	1.12.0	130.01	1.17.1	121.41	1.22.2	113.88	1.27.3	107.22	1.32.4	101.31	1.37.5	96.01	1.42.6	91.24	1.47.7	86.91	1.52.5	83.21	1.57.3	79.80	1.58.0	74.82
1.07.0	139.71	1.12.1	129.83	1.17.2	121.25	1.22.3	113.74	1.27.4	107.10	1.32.5	101.20	1.37.6	95.91	1.42.7	91.15	1.47.8	86.83	1.52.6	83.13	1.57.4	79.73	1.57.9	74.65
1.07.1	139.50	1.12.2	129.65	1.17.3	121.10	1.22.4	113.60	1.27.5	106.98	1.32.6	101.09	1.37.7	95.81	1.42.8	91.06	1.47.9	86.75	1.52.7	83.06	1.57.5	79.67	1.57.8	74.48
1.07.2	139.30	1.12.3	129.47	1.17.4	120.94	1.22.5	113.46	1.27.6	106.86	1.32.7	100.98	1.37.8	95.71	1.42.9	90.97	1.48.0	86.67	1.52.8	82.99	1.57.6	79.60	1.57.7	74.31
1.07.3	139.09	1.12.4	129.29	1.17.5	120.78	1.22.6	113.33	1.27.7	106.74	1.32.8	100.87	1.37.9	95.62	1.43.0	90.88	1.48.1	86.59	1.52.9	82.91	1.57.7	79.53	1.57.6	74.14
1.07.4	138.88	1.12.5	129.11	1.17.6	120.63	1.22.7	113.19	1.27.8	106.61	1.32.9	100.76	1.38.0	95.52	1.43.1	90.79	1.48.2	86.51	1.53.0	82.84	1.57.8	79.46	1.57.5	73.97
1.07.5	138.68	1.12.6	128.94	1.17.7	120.47	1.22.8	113.05	1.27.9	106.49	1.33.0	100.65	1.38.1	95.42	1.43.2	90.70	1.48.3	86.43	1.53.1	82.76	1.57.9	79.40	1.57.4	73.80
1.07.6	138.47	1.12.7	128.77	1.17.8	120.32	1.22.9	112.92	1.28.0	106.37	1.33.1	100.54	1.38.2	95.33	1.43.3	90.62	1.48.4	86.35	1.53.2	82.69	1.58.0	79.33	1.57.3	73.63
1.07.7	138.27	1.12.8	128.58	1.17.9	120.16	1.23.0	112.78	1.28.1	106.25	1.33.2	100.44	1.38.3	95.23	1.43.4	90.53	1.48.5	86.27	1.53.3	82.62	1.58.1	79.26	1.57.2	73.46
1.07.8	138.06	1.12.9	128.41	1.18.0	120.01	1.23.1	112.64	1.28.2	106.13	1.33.3	100.33	1.38.4	95.13	1.43.5	90.44	1.48.6	86.19	1.53.4	82.55	1.58.2	79.19	1.57.1	73.29
1.07.9	137.86	1.13.0	128.23	1.18.1	119.86	1.23.2	112.51	1.28.3	106.01	1.33.4	100.22	1.38.5	95.03	1.43.6	90.35	1.48.7	86.12	1.53.5	82.47	1.58.3	79.13	1.57.0	73.12
1.08.0	137.66	1.13.1	128.05	1.18.2	119.70	1.23.3	112.37	1.28.4	105.89	1.33.5	100.11	1.38.6	94.94	1.43.7	90.27	1.48.8	86.04	1.53.6	82.40	1.58.4	79.06	1.56.9	72.95
1.08.1	137.46	1.13.2	127.88	1.18.3	119.54	1.23.4	112.23	1.28.5	105.77	1.33.6	100.00	1.38.7	94.84	1.43.8	90.18	1.48.9	85.96	1.53.7	82.33	1.58.5	78.99	1.56.8	72.78
1.08.2	137.25	1.13.3	127.70	1.18.4	119.40	1.23.5	112.10	1.28.6	105.65	1.33.7	99.90	1.38.8	94.74	1.43.9	90.09	1.49.0	85.88	1.53.8	82.26	1.58.6	78.93	1.56.7	72.61
1.08.3	137.05	1.13.4	127.53	1.18.5	119.24	1.23.6	111.97	1.28.7	105.53	1.33.8	99.79	1.38.9	94.65	1.44.0	90.01	1.49.1	85.80	1.53.9	82.18	1.58.7	78.86	1.56.6	72.44
1.08.4	136.85	1.13.5	127.36	1.18.6	119.09	1.23.7	111.84	1.28.8	105.41	1.33.9	99.69	1.39.0	94.55	1.44.1	89.92	1.49.2	85.72	1.54.0	82.11	1.58.8	78.79	1.56.5	72.27
1.08.5	136.65	1.13.6	127.18	1.18.7	118.94	1.23.8	111.70	1.28.9	105.29	1.34.0	99.58	1.40.1	94.46	1.44.2	89.83	1.49.3	85.64	1.54.1	82.04	1.58.9	78.73	1.56.4	72.10
1.08.6	136.45	1.13.7	127.01	1.18.8	118.74	1.23.9	111.57	1.29.0	105.18	1.34.1	99.48	1.40.2	94.36	1.44.3	89.75	1.49.4	85.56	1.54.2	81.97	1.59.0	78.66	1.56.3	71.93
1.08.7	136.26	1.13.8	126.84	1.18.9	118.64	1.24.0	111.44	1.29.1	105.06	1.34.2	99.37	1.40.3	94.27	1.44.4	89.66	1.49.5	85.49	1.54.3	81.90	1.59.1	78.60	1.56.2	71.76
1.08.8	136.06	1.13.9	126.67	1.19.0	118.49	1.24.1	111.30	1.29.2	104.94	1.34.3	99.27	1.40.4	94.17	1.44.5	89.58	1.49.6	85.41	1.54.4	81.82	1.59.2	78.53	1.56.1	71.59
1.08.9	135.86	1.14.0	126.50	1.19.1	118.34	1.24.2	111.17	1.29.3	104.82	1.34.4	99.16	1.40.5	94.08	1.44.6	89.49	1.49.7	85.33	1.54.5	81.75	1.59.3	78.46	1.56.0	71.42
1.09.0	135.66	1.14.1	126.33	1.19.2	118.19	1.24.3	111.04	1.29.4	104.71	1.34.5	99.06	1.40.6	93.98	1.44.7	89.41	1.49.8	85.25	1.54.6	81.68	1.59.4	78.40	1.55.9	71.25
1.09.1	135.47	1.14.2	126.16	1.19.3	118.04	1.24.4	110.91	1.29.5	104.59	1.34.6	98.95	1.40.7	93.89	1.44.8	89.32	1.49.9	85.17	1.54.7	81.61	1.59.5	78.33	1.55.8	71.08
1.09.2	135.27	1.14.3	125.99	1.19.4	117.89	1.24.5	110.78	1.29.6	104.47	1.34.7	98.85	1.40.8	93.79	1.44.9	89.25	1.50.0	85.10	1.54.8	81.54	1.59.6	78.27	1.55.7	70.91
1.09.3	135.08	1.14.4	125.82	1.19.5	117.74	1.24.6	110.65	1.29.7	104.36	1.34.8	98.74	1.40.9	93.70	1.45.0	89.16	1.50.1	85.02	1.54.9	81.47	1.59.7	78.20	1.55.6	70.74
1.09.4	134.88	1.14.5	125.65	1.19.6	117.60	1.24.7	110.52	1.29.8	104.24	1.34.9	98.64	1.41.0	93.61	1.45.1	89.08	1.50.2	84.94	1.55.0	81.40	1.59.8	78.14	1.55.5	70.57
1.09.5	134.69	1.14.6	125.48	1.19.7	117.45	1.24.8	110.39	1.29.9	104.12	1.35.0	98.53	1.41.1	93.51	1.45.2	88.99	1.5							

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Return of RAGING BULL



Photo: Steve Hopley

The number 33 Red Bull Ducati has sat silent for three meetings. Now it's being fired up in anger once more. John Reynolds is back from injury and raring to go.

Editorial by: Gary Pnchin

Until he landed awkwardly in the gravel at Gerard's during Friday practice for the seventh round of the MCN Superbike Championship, John Reynolds and the Red Bull Ducati had been a constant pain to Boost Yamaha duo, Niall Mackenzie and Chris Walker. JR was the only one who could consistently run with the two ex-factory YZF's.

Unfortunately, Reynolds popped his shoulder out of its socket and spent the next seven and half hours in agony waiting for someone at the hospital to replace the joint.

The result has been a lengthy rehab - three meetings out of the saddle - and any chance of splitting the Yamahas in the final championship standings have long since disappeared.

But that doesn't mean Reynolds has lost his motivation. How can he? He loves racing motorcycles and this passion has carried him through the darker moments. Now he's eager to get his long overdue fix - a dose of adrenalin in the saddle of the Red Bull Ducati!

And what better place to make his return? A track he loves and generally goes well on. Yes, he tipped off here earlier in the year but he did also bounce back to win the second leg. Even with six races on the sideline, you can bet JR will be back in the running this weekend.

Coming back to race in the UK after a fruitless season aboard the all-new Suzuki GSX-R750 posed many questions. Could Reynolds recapture the old form he had shown when he last raced full-time in Britain on the Team Green Kawasaki? Or had the frustrating two years of 500GP racing, a year struggling with a Reve Kawasaki against the full-factory teams of the WSB and then another season against the odds on a Suzuki, left him a washed up has-been?

The questions have been well and truly answered by some brilliant and typically gritty rides this year on the Ducati. But that aside, even Reynolds had been doubting his own ability come the end of '96.

"You start doubting

yourself when things aren't going so well," he admits. "Having said that, I was still lapping quite quick on the Suzuki. I could do quick times for three or four laps when everything was right. But when everything went pear-shaped we weren't winning races. So I knew I was still quick but I wanted to go racing for a full race and not three or four laps.

"I kept thinking, 'what's wrong? Am I not sitting on the bike right or what?' Yes, I did start worrying. Deep down, though, you know anyone can ride a bike in a straight line - no matter who you are."

The final not too ambiguous quip presumably refers to the Suzuki's lack of top speed stability - which it must be said has since been cured. But it was something which plagued him, especially in the first half of last year.

By mid-season, Reynolds knew that he faced an uncertain future in World Superbike. But it still came as a big blow when he was told his services were no longer required on the team for '97.

"Deep down it was a disappointment to get the sack from Suzuki - much deeper than an ego thing," he says. "I wanted to go through my career without being sacked - and I had done so up until then. But I knew there was just no way I'd have a job with Suzuki this year."

One contract ends, another gets drawn up and Reynolds' name was on a pair of Red Bull Ducatis for 1997 - racing back home in the MCN British Championship.

Many felt it was an obvious partnership - Reynolds and Reve Racing boss, Ben Atkins. It was Atkins' money that contributed to Reynolds' earnings during the 500GP years. It was Atkins who opted to sign Reynolds as number one for his Kawasaki WSB season. The partnership started when the two met during Reynolds' Team Green years and they have since become close friends.

After withdrawing from racing at the end of the '95 season, Atkins dusted down the old WSB Kawasakis at the end of the '96 season to help out Steve Hislop who



Photo: Stephen White

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Photo: Clive Challinor

had lost his ride when the Nemesis Kawasaki team went belly-up mid-term.

Atkins managed to persuade Red Bull to continue their support and within days rather than weeks, Reve Racing was back on the tracks with Hislop helping to revitalise Atkins' interest - enough for the successful businessman, cum road race sponsor to plan a two-man team for this year. This time around he switched to Ducati machinery but retained the Red Bull backing.

"It just happened that Ben had helped Hizzie out last year and Ben got deeper and deeper involved," says Reynolds. "It looked very likely he was going to be running bikes in the UK in '97 - certainly one rider, maybe two and I was lucky enough to be offered the chance to go with them.

"Of course, I would have liked to have stayed in World Superbike, but the series in England is nothing like it used to be. It really is a damn good championship now. It's well supported, we've got good television coverage and I'm proud to be part of it."

Reynolds reckons it's been a good season for him and the team - even though they won't be getting their name on the silverware at the end of the year. He says: "Basically we've had a good run. It's only down to me having a couple of silly crashes and one fuel pump problem at Snetterton - and a problem with Terry there. Snetterton was a bad meeting for us and I came away with no points. But when we've been on it, we've been among the top three."

The season kicked off in fine style with big smiles in the camp as Reynolds finished second to Mackenzie in the opener and Hislop was also on the rostrum in third.

But Superbike racing is also a game of two halves. Later that afternoon the picture was glum when Reynolds took a really nasty highside coming out of Goddard and was lucky to avoid being run over by a pack of Superbikes. He hurt his shoulder and was carrying the injury going into the next round at Oulton.

Nevertheless the signs were nothing but encouraging. Reynolds says: "I managed to get a couple of decent results there. Second and a first. I was happy after that one."

But it didn't last. Snetterton was next. "Eight points and nowt," he reflects. "Terry (Rymer) hit me! Hit me from the back in the first race. We were both lucky to stay on. It was a massive shunt. When I first went across the track I thought, 'is it worth carrying on' but I've done it in World Superbike and scored a point - and a point's a point. It's always got to be worth it. You never know, you might need it end of the year.

"Anyway, I enjoy riding the bike and the team wants to see me out there so I just got my head down and got an eighth. I was pleased with that."

Typically, Reynolds bounced back from disappointment of not being a front-runner in the race and was in contention for the second race when the bike quit. Spectators at Corams and Russells watched him park up the stricken red machine and start the walk back to the paddock. The fuel pump had quit!

The next race at Brands put another dent on Reynolds' now flagging title hopes. Another crash - and the rider takes full responsibility for this one.

"My mistake - big time," he reflects. "I had been going so well all weekend. But we'd been on slicks or wets. It was intermediates for the race - and trying to get the best out of not a lot," he says explaining the difficulty in getting feedback from the rubber in the most trying of conditions - a track that is neither soaking wet, nor totally dry.

"I knew I'd have a fight on my hands so I decided to go hard from the start. Of course, there's no one to tell you how well you are doing and I must have had 80-90 yard lead out of Druids. I tipped into Graham Hill and lost the front.

"Looking back I was going far too hard," he admits, but then, in true racer style adds, "I maintain there must have been a worm on the track because it couldn't really have been my fault!"

There must have been all manner of soul-searching between races but Reynolds made up his mind in the garage that race two would be his!

"It's not easy to motivate yourself. But you go out there and you know you can win - or at least, I did. I knew I was quick enough and so was the bike. But in reality, I didn't want to crash again."

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Photo: Clive Challinor

Needless to say, Reynolds won.

At Thruxton, though, he never looked comfortable. His Ducati was dancing all over the track on the rippled exit of the chicane. Lord knows what it was doing on the bumpy fast bits out on the back of the course. Whatever, he was slightly off the pace by his standards, finishing fifth in the first leg but was back on the podium in the second after finishing third.

Thruxton marked the end of Steve Hislop in the team. The Scot's progress has been in a downward spiral since Donington and he looked well off the pace at Thruxton. At the end of the meeting he received the marching orders.

So why did Hislop struggle so much? Reynolds can only offer this: "I really don't know. I know you are going to say I got better bikes that Steve did. Everyone has said it but it's not true. We got the same bikes and he actually got more attention than me (because he was having problems). I got the bike, rode it and was reasonably quick on it. I was pretty happy with it."

Getting onto a Ducati after the Suzuki last year probably made it feel good anyway? Reynolds' broad grin says it all. He declines to comment as you would expect from this, the ultimate pro.

But Reynolds does acknowledge this: "Steve has shown he can ride a bike as quick as anyone. He got in there at Oulton (back in April on the Red Bull Ducati) and could have won it. But go somewhere else and he's got problems. I've got a lot of time for Steve - he's a quick rider but in my opinion everything has to be right for him.

"At the end of the day you've only got so much time to get the bike



Photo: Clive Challinor

ready and if you fail to achieve that you've got to make the best of what you have got and go racing with it."

Hislop, it must be said, has since shown he's more than capable on a bike that suits him - and in a team situation he is comfortable with. He scored a brilliant third and second on the official Team Green Kawasaki at Mallory, deputising for the absent Terry Rymer. And on the Sabre Kawasaki at Knockhill he was second and fourth.

Back to Reynolds and on to the second Oulton meeting of the year. By now, Mackenzie had provisionally booked the Superbike crown for a second successive season but JR presented the Boost Yamaha rider with the mother of all battles - twice!

"Oulton was another good weekend," says Reynolds. "Two seconds - but they were as good as wins! Niall and myself were balls out racing each time. First race I got Niall sized up for what I thought was the final lap. I passed him going down into Knickerbrook. But then Niall came by me into Druids. I thought, 'oh no'. So it knew it was going to be a 'do or die' effort into the last corner. So I went into Lodge, outbraked him and thought, 'yesssss - got him!' I came over the top of the hill and the chequered wasn't there.

"If it had been the last lap maybe Niall would have tried harder to fight me off, I don't know. But it was a big cock-up. I've always maintained there should be a last lap flag - but there wasn't. There's no way you can look at your pit board at Oulton. There's so much going off. You're cranked over and looking the wrong direction for a start. Last time I'd seen my board was six



Photos: Steve Hopkins



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laps to go. I guessed it was the last lap - guessed wrong."

Once he shown his hand that was it. No way was Mackenzie going to give him an inch at Lodge on the final, final lap.

"Niall knew exactly what I was going to do and all he had to do was come across the track and extra two and half feet and it was safe for him. But he rode well, no taking it away for him. We were riding damn hard - out of shape everywhere. Good fun.

"Second race it was the same thing. I tried to pass Niall but couldn't make it stick. Credit to Niall. He didn't need to do it. He knows he can win the series by riding for points but he also knows that you can't compete at this level racing like that. You could do it but I'm sure he wouldn't be happy to win a championship like that so I take my hat off to the guy."

Early in the year everyone said the Yamaha was the hot ticket. The former World Superbike factory four-cylinders would romp away but it hasn't worked out like - at least that's Reynolds' assessment of things.

"There's really not a lot in it," he says when asked for a comparison between his Ducati and Mackenzie's YZF. "I think at Snetterton early in the year we were a little down on top-end speed but Chris Mahew (the team's engine building specialist) and the team have been working on the bike. They've not been tuning it - just building it precisely and it seems to be getting better all the time."

But harping back to the Hislop saga - and the Thruxton race where Reynolds' bike looked out of shape, compared to, say, Emmett's similar GSE Ducati - and looked like a veritable bucking bronco compared to the four-cylinders - has Reynolds got the Ducati handling as good as it can be?

"We can improve it," he admits. "This injury has set us back a long way - more than just missing races. We had planned to make a series of modifications to improve the bike."

If that is the case, one might ask why the team didn't put the development plan into action earlier in the year?

Reynolds reveals: "Because we never realised how big the problem was! The front end tucks going into fast corners - hence the Mallory crash. We've been needing to work a way around the problem and were working towards a solution when I went down at Mallory!

And, as far Reynolds is aware, the problem is not fully sorted, even though Ian Simpson, who replaced Hislop on the team and scored that brilliant win in the wet at Cadwell only two weeks ago, has been trying all manner of set-ups.

"We know we've got the problem," adds Reynolds. "We needed to make a decision on which was to go to solve it. Ian's been testing so stuff and we're all really happy with the way things are going."

Since the Mallory crash, Reynolds has had a frustrating few weeks on the bench - although he still has that healthy-looking tan in spite of the recent rain-lashed weather we've not been enjoying.

"For four weeks all I've done is go walking," he grimaces. "I've not even been sleeping. Last night (the night before the Cadwell Bank Holiday Monday round) I fell asleep four two or three hours then woke up with the shoulder aching. That was it for the night then. It's been that way since the accident."

The injury was particularly grisly: "When I did it I was told they could put the shoulder back and maybe race on Sunday, that might have been the case if the doctor had been able to put it back in place at the track but it was an awkward dislocation. It came out at the front rather than the back.

"The doctor knew what needed doing but didn't have the strength to put it back. I was conscious at the time and fighting him so they shipped me off to Leicester Royal Infirmary. It was out (dislocated) for seven and half hours - and I've a feeling that's why it has been so badly damaged than if it had gone straight back in. Imagine the muscles and ligaments stretched for that long."

Perhaps we'd rather not John!

Reynolds says he was in agony for the entire period - but throughout it all was still wanting to race. Tells you something about his attitude eh?

"I wasn't enjoying myself," he remarks. "It was probably the worst experience I've ever had. The doctors didn't want to know.

The job was a nightmare. The two doctors who finally put it back tried to do it with a local anaesthetic - I still wanted to go home to bed and race on Sunday at this stage you see! Anyway that didn't work. So they knocked me out. When I woke up I said, 'well!' They said it was back in. 'Thank god for that,' I said, let me go to bed!

"That was half eleven at night - a long old day. I broke the bone in the shoulder too so that didn't help. A lot of muscle is attached to the bone that is broken. I've got strength but I'm lacking movement now."

Reynolds has had daily physio since the accident and spent four days in the GP mobile clinic having electric shock treatment by Dr Costa at the Donington GP.

He says it would probably have been simpler if there had been a cleanly broken bone rather than all the ligament and muscle damage but the worst is over now and the prognosis is for a full recovery with every chance of the joint being as strong as ever.

Now Reynolds is focussing on this weekend: "I need good results at Brands. There's a bunch of damn good riders out there but I want to try and carry on as it had been going all year. I want to win a couple of races if I can."

And next year?

"I'd like to go World Superbike but at the end of day would not be all and end all. I'd like to continue with the team and if it means racing in England - well that would be no bad thing. The competition is plenty fierce enough!"

At this point in the interview, just before the wet morning warm-up at Cadwell Park, Ben Atkins arrives at the awning. He's in high spirits since Simmo has just gone quickest in the wet morning warm-up session (and would later win the first race in similar conditions!).

Atkins overhears the conversation and Reynolds looks up to ask him what the plans are for next year: "World Superbike - with what ever factory machinery we can negotiate," comes the reply. Reynolds plus Reve Racing equals World Superbike return in 1997. You heard it here first!



Photo: Clive Adlard

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THE MAC REPORT



Photo: Lawrence Peeney

THE CURSE OF CADWELL HAUNTS MACKENZIE!

For so many years the Lincolnshire weather has taken its toll on the best event in our series. Luckily it is still so popular that a crowd will support the event, but the racing suffers.

Mr Consistency has taken a couple of knocks lately! Since the start of the 96 season Niall had finished every race. It was typical of lady luck to ruin his unbelievable run at his home track, Knockhill, especially as most of Scotland turned up to shake his hand after the Brands Hatch World Superbike result. Then my local circuit, Cadwell, took him out with more serious consequences, the dreaded Barn Corner claimed a broken wrist from our "Super Hero" and we are



MACPHERSON MOVES UP TO FOURTH IN SERIES

Team Kawasaki's Iain MacPherson clinched two fourth places at rounds 17 and 18 of the British Superbike Championship at Cadwell Park but team mate Terry Rymer went one step better by finishing on the rostrum in race one. Official qualifying on Sunday was heavily disrupted by changeable weather, but in the last dry session of the day, MacPherson clinched his third consecutive front row starting position, just ahead of Rymer in seventh.

Race day brought a constant downpour from the Lincolnshire skies, which left the riders with no choice but to race in the most challenging conditions. Armed with their Dunlop treaded tyres for round 17, Rymer and MacPherson were third and fourth into Coppice Corner, positions which they maintained until the chequered flag at the end of 18 rain-soaked laps.

The delayed second race was a nightmare for tyre choice, as the sun came out and a dry line appeared among the wet patches. The Team Kawasaki duo opted for intermediate tyres, a decision which initially paid dividends as Rymer cleared off into a clear second place on the first lap behind Michael Rutter. Unfortunately, his race came to a premature end as he crashed out unhurt at Barn Corner.

"I had struggled a bit with the conditions in race one, so I was desperate for a win," sighed a luckless Rymer. "There was no way that I was going to settle for second! I went into the last turn at the same speed as Rutter but both wheels just gave way without warning and there was nothing that I could do to save it."

Meanwhile MacPherson was on one of his customary charges through the field and was up to fifth place when the race was stopped after seven laps. Round 18 was then declared a two-part race with the outcome decided on aggregate time after another nine laps of the 2.17 mile circuit. Another poor start left the 29 year-old Scot down in seventh place, but he enthralled the crowd

now facing a battle against time to be fit for this weekend.

There were a few highlights at Cadwell, apart from seeing Colin Seeley have a cardiac arrest up the mountain! Simmo was awesome! A win at last in the premier class is just reward for him and the Reve team who could do with some luck. His lap times in the torrential rain were phenomenal, it is a shame he didn't make the Brands World round or we would have had even more to shout about. Chris managed to claw back some points so we could be leading up to a bit of "deja vu" from last season with Chris and Niall taking it right to the final round.

Once again, Team Cadbury Boost Yamaha have kept this superb British Championship together. Niall has dragged the competition with him to a new level, a level that can compete with the world Superbikers (proof was here a month ago). This championship has so much credibility now all the manufacturers are looking in this direction for their future stars.

Whatever the outcome one of our riders will take this prestigious title. But the results have not painted a true picture. The racing has been great and very close, but there has been one "old boy" who has been very special all year and I know will fight to the finish!

This could be one of the best races of the year, with John Reynolds returning from injury, Terry Rymer at home and Chris Walker raising his game since his World Superbike call up's and Niall only 75% fit. Our script writer is for the chop!

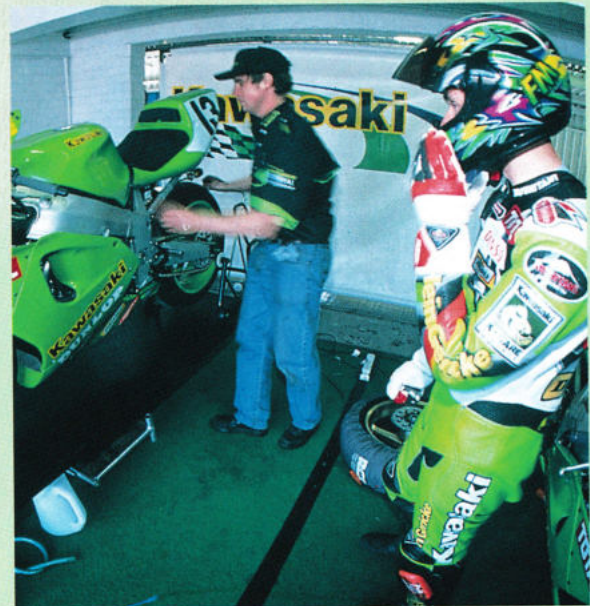
**Rob Mac - Team Manager
Cadbury Boost Yamaha**



with another dynamic ride through the pack to finish second on the road, fourth in the race, narrowly missing out on the podium for the second time in the same day.

"I was happier with the second leg," explained MacPherson, "the difference being that I was in a much better frame of mind. Rutter held me up in the restart, which was frustrating as I had to work hard to get past the slower riders in front of me. I'm disappointed not to be on the podium, but at least I had the consolation of recording the fastest lap of the day."

**Colin Wright
Team Kawasaki Manager**



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600

PROLONGING THE AGONY

Ian Simpson might have won the last 600 round at Cadwell but Paul Brown is still hot favourite for the title.

Editorial by: Gary Pinchin

Ian Simpson's second Shell Advance Supersport 600 Championship win of the year - in the recent Cadwell meeting - did nothing but prolong the V&M Honda team's agony for another week.

After winning the title last year with Dave Heal in the saddle, V&M have been forced to watch as rival team, Russell Savory's Sanyo Digicam/Honda Britain have held the upper hand. Four-time British 250 Champion Paul Brown went on a mid-term win-spree with his Dunlop-shod Honda, racing up three back to back victories and with seven straight rostrum finishes is ready to pick up his first 600 title.

Marra, as Brown is known in the paddock, needs only 11 points from the final two races to clinch the title - even if Simmo wins both of them.

The odds are stacked against Simpson and the Pirelli-shod V&M CBR600 because, not only does he have to beat Brown, he has to keep half a dozen other hard chargers behind him too!

Simmo might take some consolation knowing there's at least one rider out there to help him - Dave Heal. But can Heal afford to think of anyone but himself? His third place in the points is precarious. But maybe team boss Jack Valentine will issue some team orders?

Though there have been times when Heal has struggled this year you can't doubt his commitment. Take Cadwell. The Healy-monster slid off in the race but remounted, covered from helmet to boot in mud. He looked like a devil emerging from the deep! Even the inside of his face shield was caked in goo. The sight of him cresting the Mountain one-handed still trying to clean it out impressed the fans.

You felt retirement would have been the sensible option but not Heal. He battled through from 'not even quoted' to a great ninth. Great? Under those circumstances you had better believe it. And the crowd loved it too!

Only six points separate Heal, Howard Whitby, Steve Plater, Phillip McCallen and Dean Thomas. After a sluggish start to the campaign - only one point-scoring finish and five points from the first three rounds - Whitby has come on strong with two fourths and a second in the last three rounds.

Plater too has shown good form in the second half of the campaign and was looking set for a second place to James Toseland at Cadwell when both of them crashed out within a lap of each other.

Dean Thomas started the season well with a second and a Snetterton win in the first three races but since then has



Photo: Clive Challinor

scored in fits and starts.

Just behind this bunch - 16 points off Heal's score, is Toseland. He scored impressive back-to-back wins at Mallory and Knockhill then signed to ride for the factory Honda team in next year's World Supersport series. A celebratory third straight win in the British series looked to be his at Cadwell - until he slid off in the wet!

With Jim Moodie having parked his GSX-R600 to concentrate on his Superbike ride, Suzuki's hopes in the 600 class now rest with John Crawford.

He was another Cadwell crasher, another downer for the Scot who also looked promising at Knockhill after switching to Dunlop tyres for the first time. Unfortunately, he crashed there too - on oil. He set pole time there. The boy is fast. Maybe this is the weekend when it all finally comes together for the gritty Scot?

HIGH HEAL

Reigning 600 Champion Dave Heal, currently lying third this year, is to contest the remaining four rounds of the British 750 Superbike Championship.

The RC45 he will ride, is a V & M prepared non-works motor and chassis.

Dave hopes to repay the faith and support he has received from Honda, by providing them with a good result in these races, despite the horsepower disadvantage between himself and team-mate Michael Rutter. As Dave himself has said "Kicking arse in the last four rounds, will prove my worth as a 750 rider for '98".

Testing will be at Mallory Park on 10th September.

Photo: Clive Adlard



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TRIPLE CHALLENGE DOWN TO TWO

It's a straight fight between Emmett and Batson as the wailing Triumph Triples reach a crescendo.

Editorial by: Gary Pinchin

With two rounds left in the Mobil 1 Racing 4T Triumph Speed Triple Challenge it's Jason Emmett leading Alan Batson by 3.5 points after six races.

Batty, riding the Market Motorcycles entry, got his campaign off to a flying start by beating Emmett but it was the Two Wheel Services/Akito Racing rider who fought back to win the next race at Castle Combe and then took the first leg of the British GP double header at Donington.

With only two rounds left it is likely the championship will come down to a straight shoot-out between these two. Third placed man, Paul 'Marra' Brown, riding the General Guarantee/Clay Cross Powersports Triumph, is 32.5 points adrift of Emmett, even though he won at Mallory and in the second Donington race.

Another 1.5 points down on Brown is last year's champion, David Jefferies - despite having scored in every round to date. The Allan Jefferies Motorcycle entry actually won the Oulton race but it was a red-flagged affair with only half points awarded.

Late into the championship, Matt Llewellyn broke down while leading in his first appearance at Castle Combe but has since made an impression having scored in the subsequent four races. He's fifth in the championship, half a point ahead of hard-charging Francis Williamson on the Rafferty Newman bike.

Steve Brogan has a handy 33 point lead in the Motorcycle City Superteen Championship - even though he only finished 10th in the last round at the Donington GP. It was his worst result in the seven races to date. He has already won three races (back to back mid-term at Donington, Brands and Thruxton) and finished second on three other occasions.

The youngster who won it was none other than Paul Jones who has already stepped up to British Championship level, having secured an end of season ride on the Paul Bird Motorsports Aprilia formerly raced by Darran Gawley.

With last year's Chris Burns already into the Grands Prix, Jones' example is further proof of how important - and how successful - the Superteen format is.

Jones has already won three rounds in this championship. Look out for Jones on the Blacks Bikeshop Aprilia today!

Third in the championship is Karl Harris riding the Martyn Rayner Cars Aprilia. He's the only other rider to have won a Superteen round this year and with 93 points he could still finish second overall but the Aprilia-mounted Brogan is out of his reach.

Keiran Murphy finished third on his Aprilia at the recent Donington round, behind Dean Ellison. His second successive rostrum finish means he is now on 88 points, 20 clear of fourth-placeman, Andrew Sawford on the St Neots Motorcycles Aprilia. Both Murphy and Sawford have scored in every one of the seven races so far.



Photo: Steve Boniface

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