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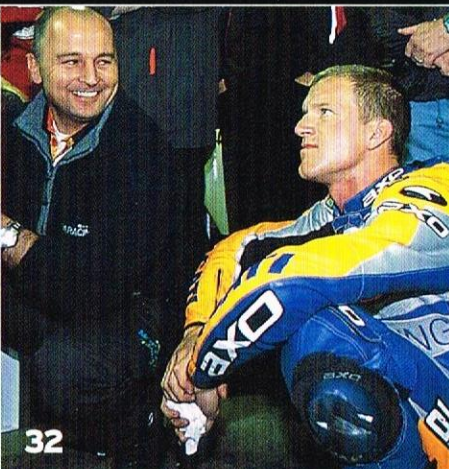
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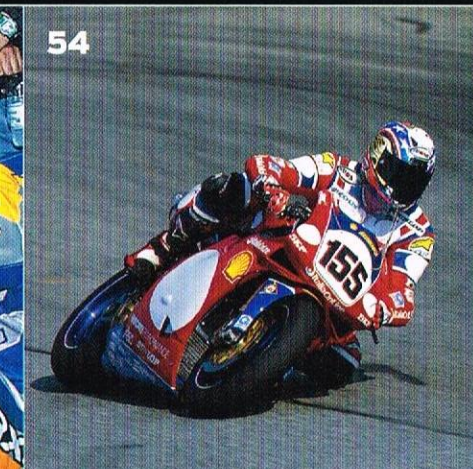
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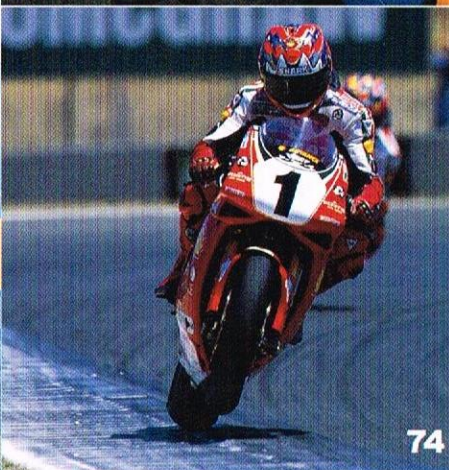
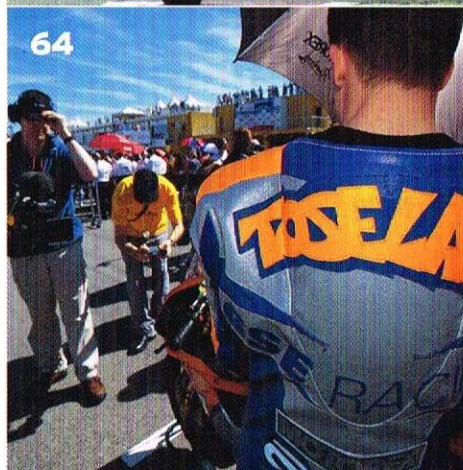
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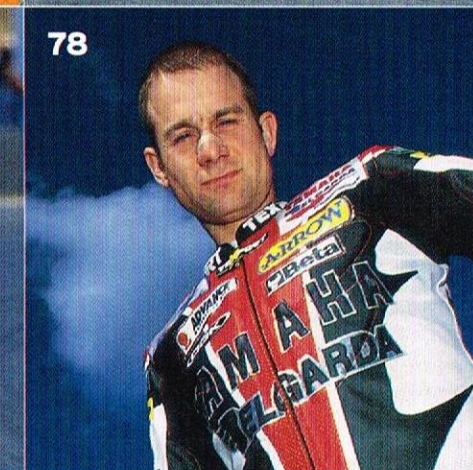
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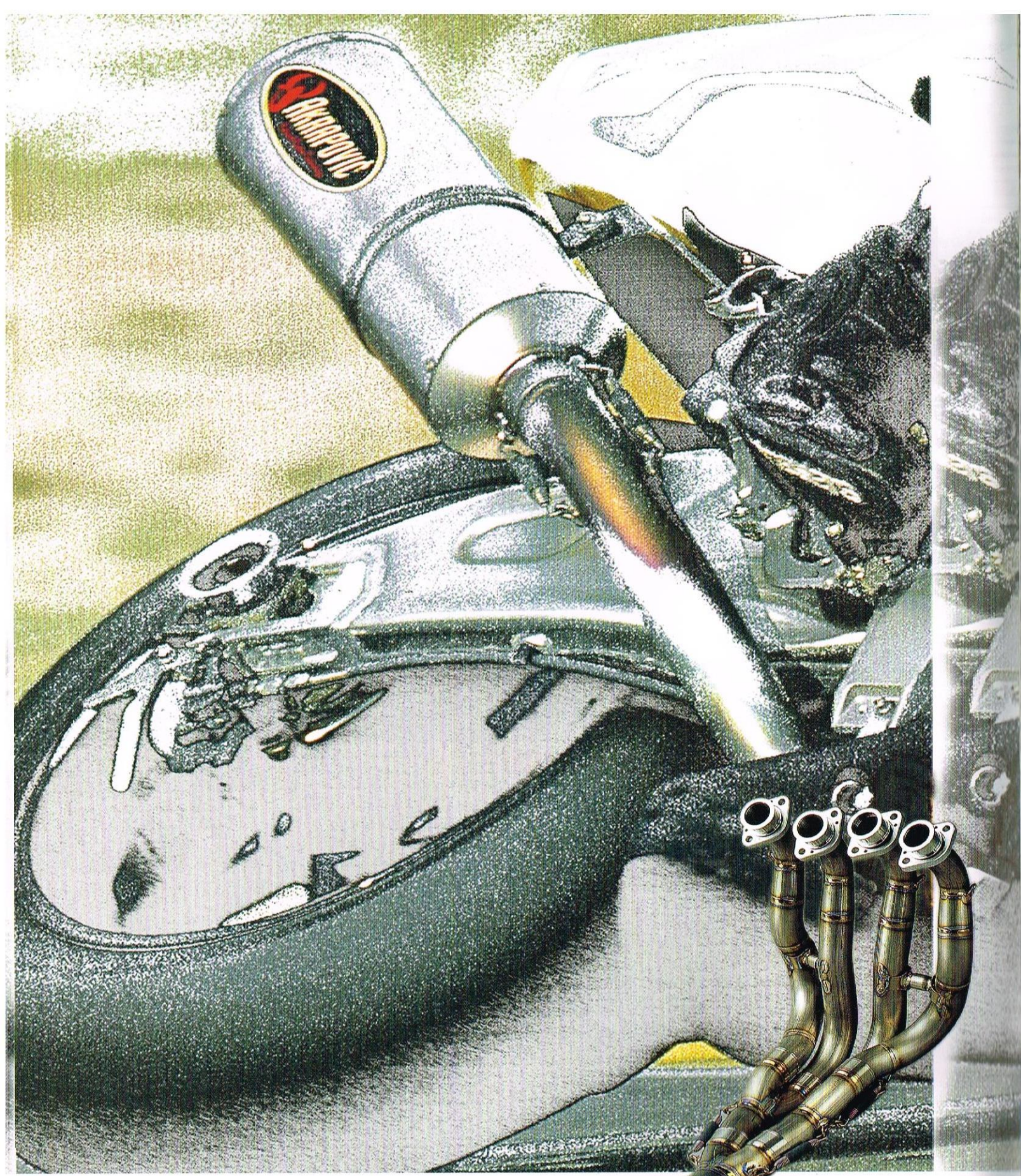
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**GROUP OPERATIONS DIRECTOR** MIKE DEBONO



# SBK SUPERBIKE WORLD CHAMPIONSHIP

## WELCOME TO WORLD SUPERBIKES

A very warm welcome to all Superbike fans for the Donington round of the 2001 Superbike World Championship. We are again delighted to bring a full programme of events including the Superbike and Corona Extra Supersport World Championships, the Axo Superstock European Championship as well as the Olympia Reisen Sidecar World Championship.

The previous year was a very successful one for the Championship, with record crowds at all circuits and tremendous growth in television audiences. The remarkably successful event held here in 2000 clearly demonstrated the enormous popularity of World Superbikes. A crowd of more than 72,500 fans enjoyed glorious weather and packed into the circuit to witness some of the most exciting racing of the year. Many of you will recall the composure of Colin Edwards in Race One and the epic battle in Race Two which finally saw Neil Hodgson take first place.

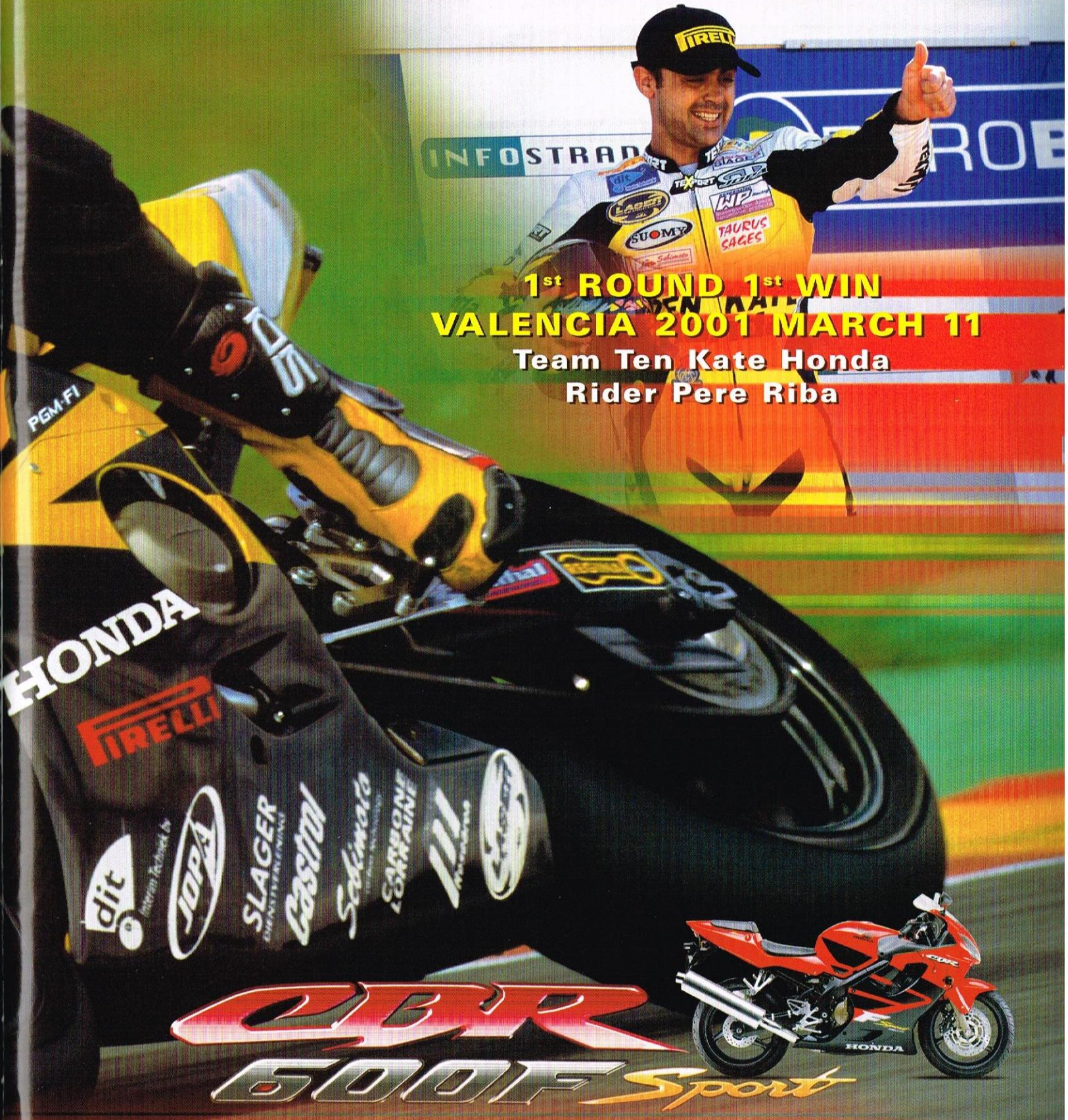
Building on from last year we know that 2001 will bring with it some of the most exciting racing seen to date. With extensive manufacturer representation at all levels together with some promising new riding talent, I am certain that you will be fascinated by what you see both on and off the track.

Off the track there are also a number of new initiatives designed to enhance your experience of the event, in particular the Paddock Show. This initiative is designed as an exciting and innovative way to feature a number of integral elements of the Championship in one important showpiece. During 2001 the Show will include a variety of exciting and interactive events including displays and demonstrations, fashion shows, multimedia promotions, the chance to win great prizes and also the opportunity to get the autographs of the world's top riders. I would urge you to visit the Paddock Show and enjoy all that it has to offer.

Finally, I would like to wish all spectators, riders, teams, sponsors and manufacturers a memorable and successful weekend of racing.



**Paolo Alberto Flammini**  
PRESIDENT, SBK INTERNATIONAL



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**Team Ten Kate Honda**

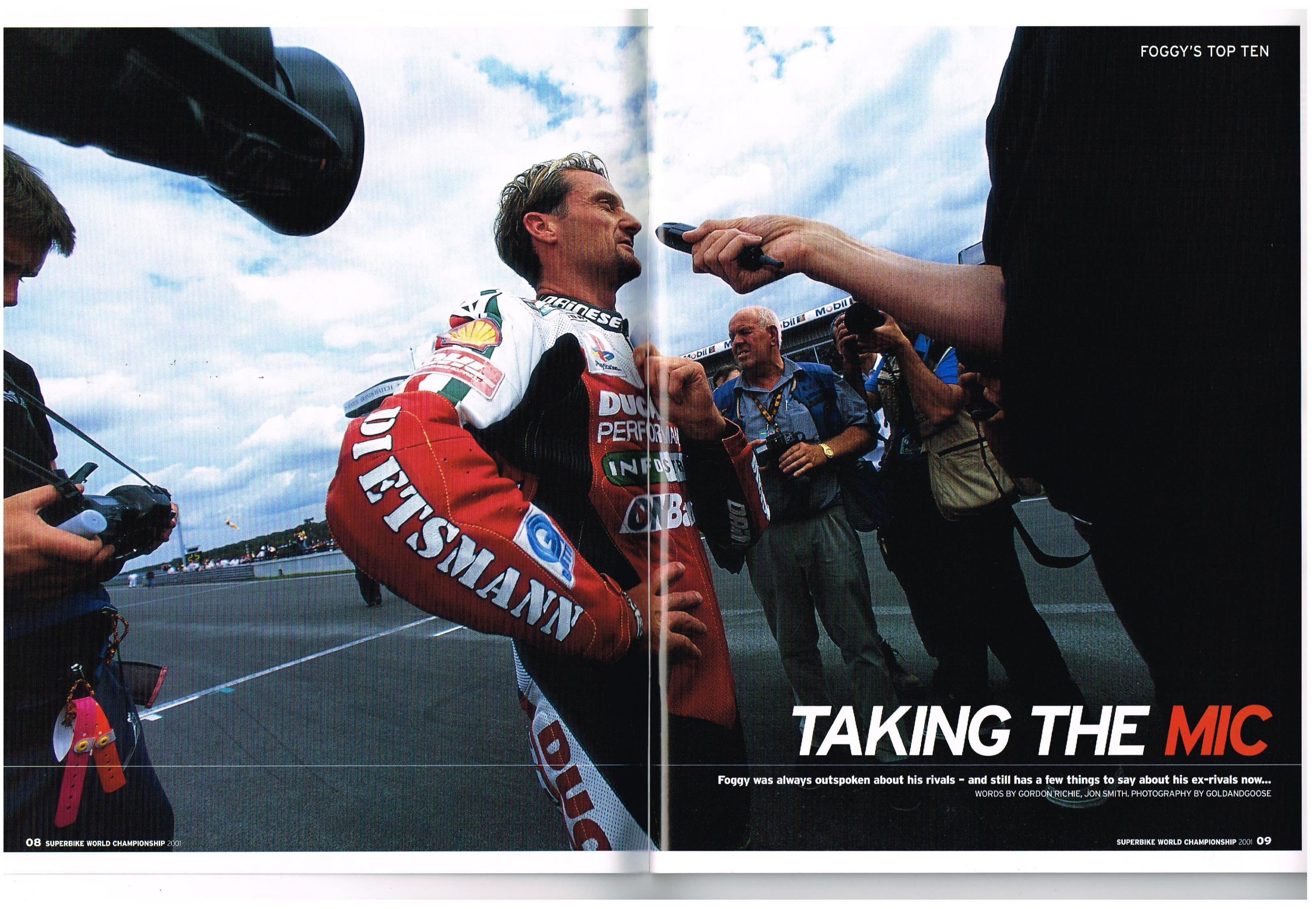


**Team Alpha Technik Honda**



**Team Castrol Honda**

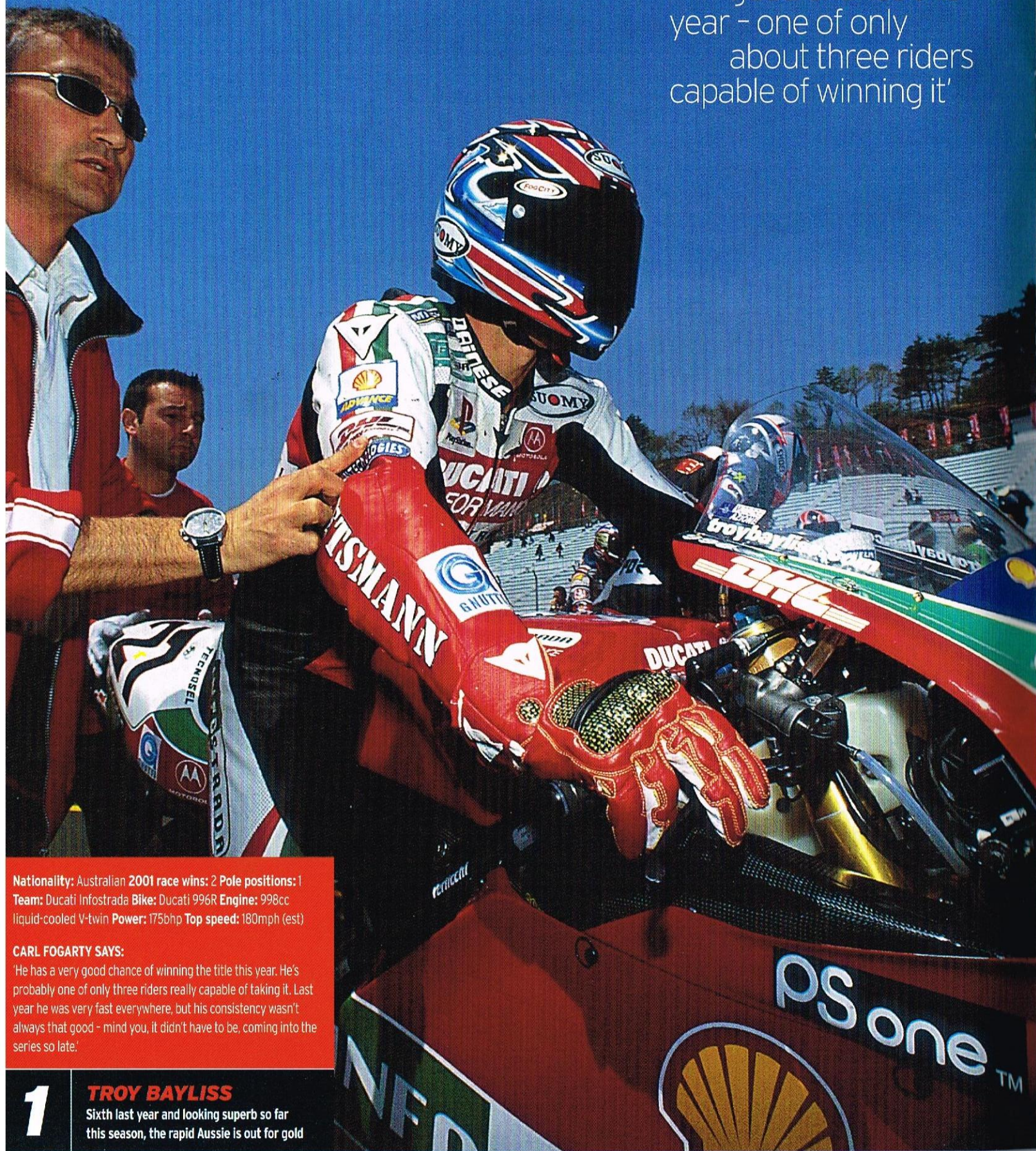




# TAKING THE MIC

Foggy was always outspoken about his rivals - and still has a few things to say about his ex-rivals now...

WORDS BY GORDON RICHIE, JON SMITH. PHOTOGRAPHY BY GOLDANDGOOSE



'Bayliss has a very good chance this year - one of only about three riders capable of winning it'

**Nationality:** Australian **2001 race wins:** 2 **Pole positions:** 1  
**Team:** Ducati Infostrada **Bike:** Ducati 996R **Engine:** 998cc liquid-cooled V-twin **Power:** 175bhp **Top speed:** 180mph (est)

**CARL FOGARTY SAYS:**  
 'He has a very good chance of winning the title this year. He's probably one of only three riders really capable of taking it. Last year he was very fast everywhere, but his consistency wasn't always that good - mind you, it didn't have to be, coming into the series so late.'

**1 TROY BAYLISS**  
 Sixth last year and looking superb so far this season, the rapid Aussie is out for gold



FOGGY'S TOP TEN

**Nationality:** Australian **2001 race wins:** 2 **Pole positions:** 2  
**Team:** Virgilio Axo Aprilia **Bike:** Aprilia RSV1000 **Engine:** 998cc liquid-cooled V-twin **Power:** 165bhp **Top speed:** 180mph (est)

**CARL FOGARTY SAYS:**  
 'I can't see Troy winning it again. He always comes across to me as someone who is not going to win the championship. He's got to win a lot of races to win the championship and he never seems to win that many. Even in the year he won the championship, he only won a few.'

**2 TROY CORSER**  
 The Australian Aprilia pilot was champ in '96 and third last year, so will 2001 bring victory?



**Nationality:** American **2001 race wins:** 2 **Pole positions:** 0  
**Team:** Castrol Honda **Bike:** Honda VTR1000 SP-2 **Engine:** 999cc  
 liquid-cooled V-twin **Power:** 170bhp **Top speed:** 185mph (est)

**CARL FOGARTY SAYS:**  
 'Colin Edwards started the season as the favourite to win the title. I don't know how to figure him out, really. He'll either win loads of races during the year, which is what he needs to do, or he could keep getting into real dogfights with a few other guys and end up not winning it.'

**3 COLIN EDWARDS**  
 He clinched the WSB title last year, and we know Donington is one of Colin's favourites



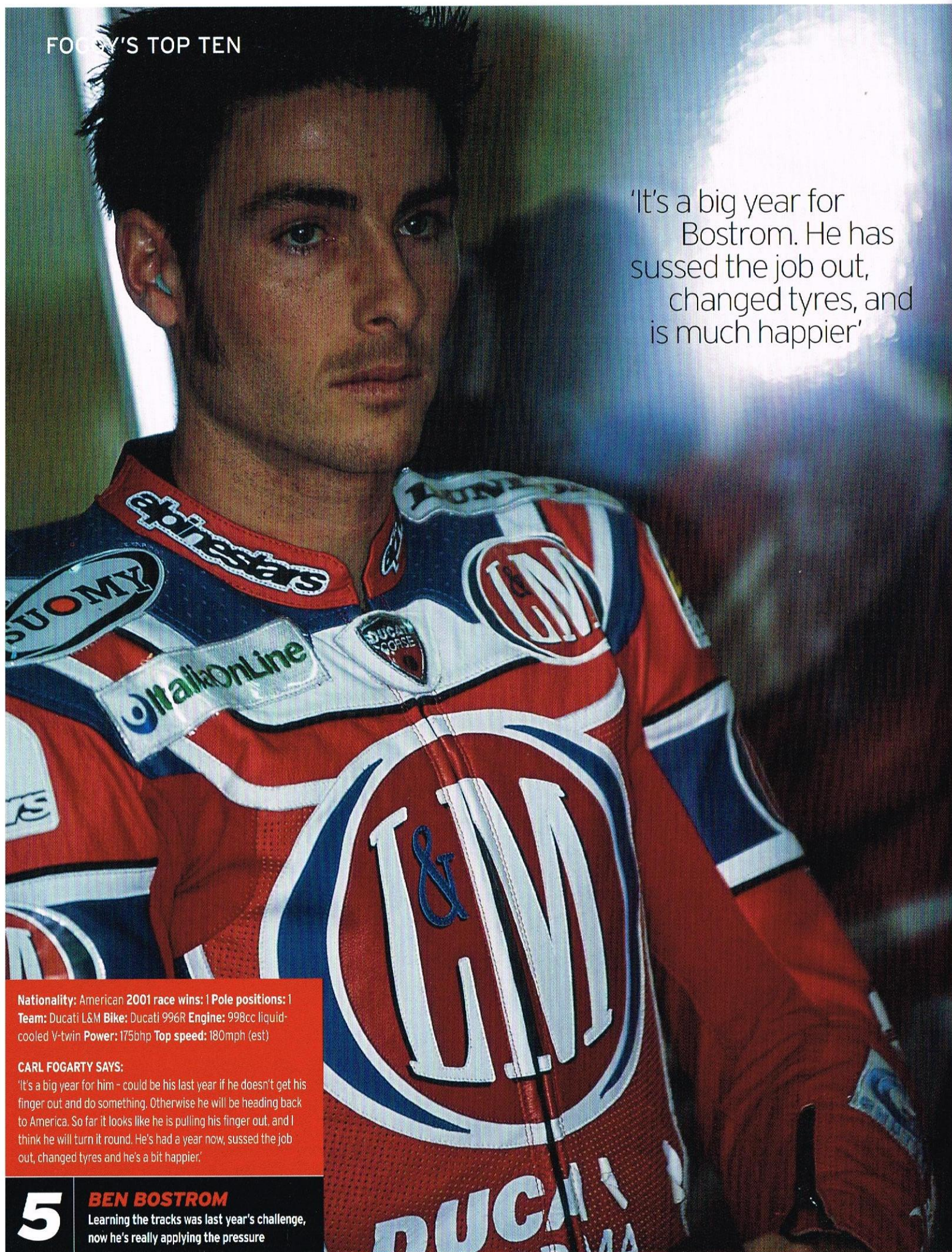
**Nationality:** Japanese **2001 race wins:** 0 **Pole positions:** 0  
**Team:** Fuchs Kawasaki **Bike:** Kawasaki ZX-7RR **Engine:** 749cc  
 liquid-cooled, in-line four-cylinder **Power:** 158bhp  
**Top speed:** 185mph

**CARL FOGARTY SAYS:**  
 'I don't rate the Kawasaki riders. The Kawasaki is not a bad bike - in 1999 and last year, it was as fast as mine in every department. But when they go to Japan and a local Kawasaki guy beats them in both races, it kinda proves my point a little bit.'

'When the Kawasaki riders are beaten on home ground by local guys, it makes you wonder'

**4 AKIRA YANAGAWA**  
 Despite his ageing bike, Yanagawa has shown what it takes to be a consistent front runner

FOGARTY'S TOP TEN



'It's a big year for Bostrom. He has sussed the job out, changed tyres, and is much happier'

Nationality: American 2001 race wins: 1 Pole positions: 1  
Team: Ducati L&M Bike: Ducati 996R Engine: 998cc liquid-cooled V-twin Power: 175bhp Top speed: 180mph (est)

**CARL FOGARTY SAYS:**  
'It's a big year for him - could be his last year if he doesn't get his finger out and do something. Otherwise he will be heading back to America. So far it looks like he is pulling his finger out, and I think he will turn it round. He's had a year now, sussed the job out, changed tyres and he's a bit happier.'

**5 BEN BOSTROM**  
Learning the tracks was last year's challenge, now he's really applying the pressure

James Whitham

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James Whitham: "for the protection of my feet I choose Gaerne"

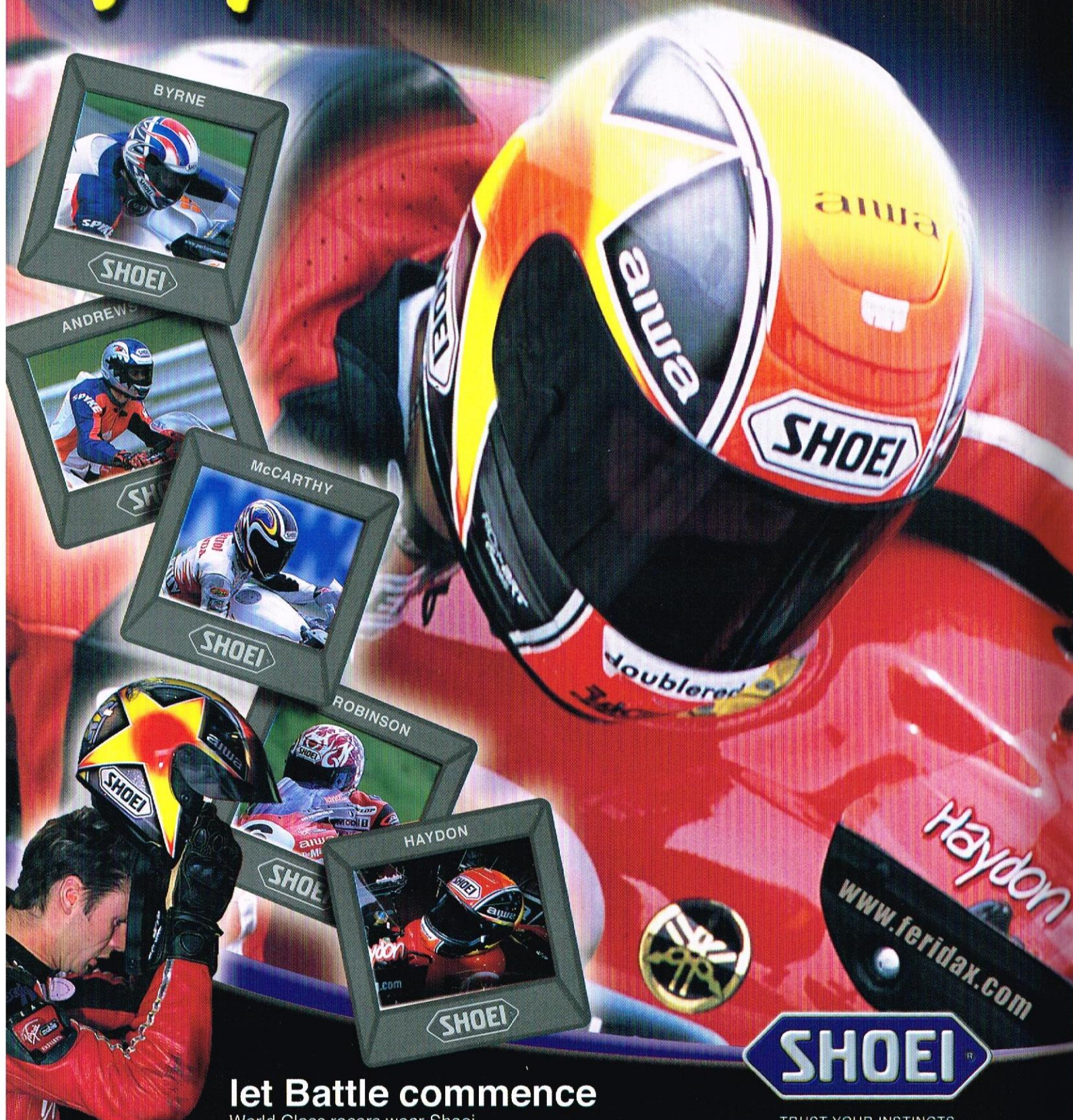
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# Warriors



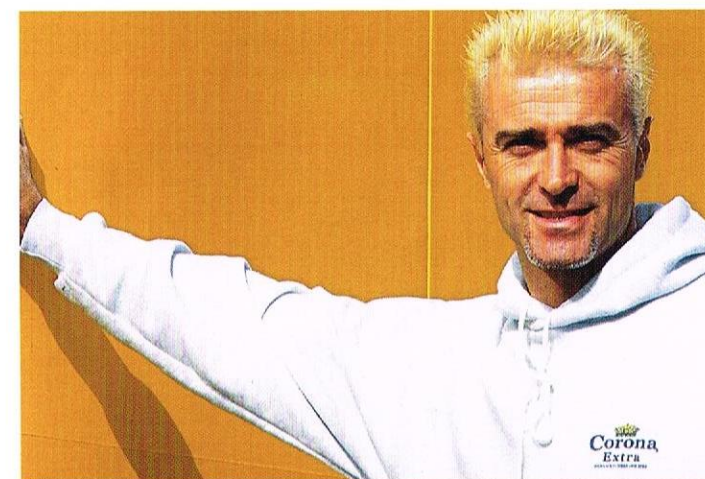
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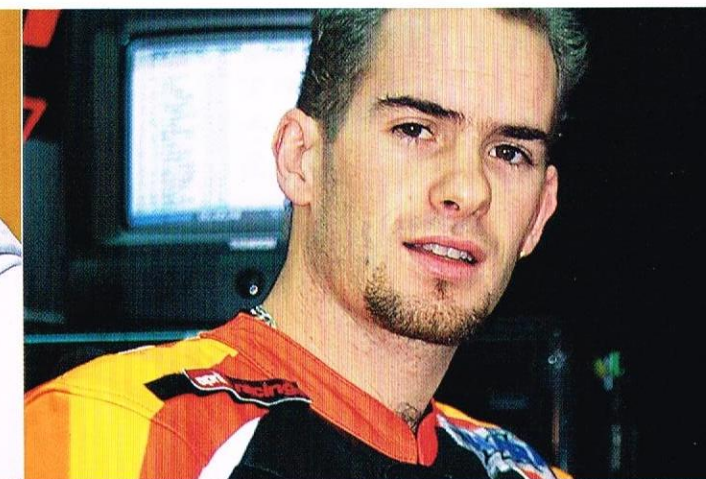
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**PIER-FRANCESCO CHILI**

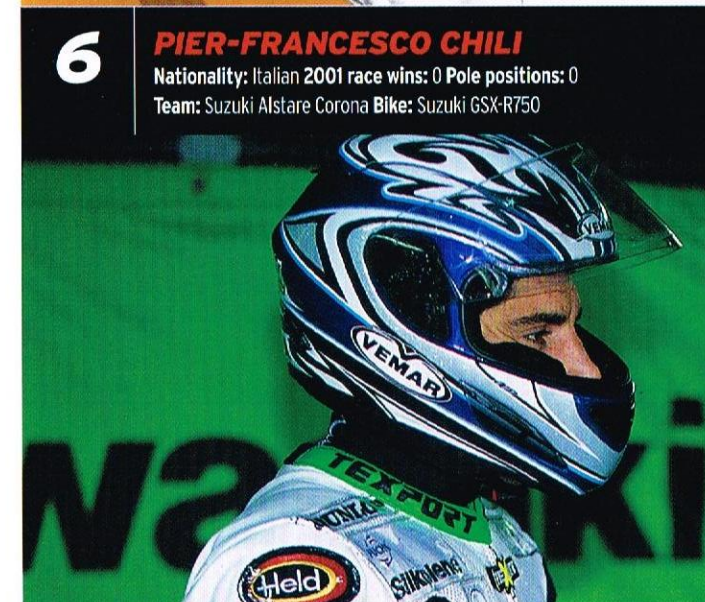
Nationality: Italian 2001 race wins: 0 Pole positions: 0  
Team: Suzuki Alstare Corona Bike: Suzuki GSX-R750



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**REGIS LACONI**

Nationality: French 2001 race wins: 0 Pole positions: 0  
Team: Virgilio Axo Aprilia Bike: Aprilia RSV 1000



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**GREGORIO LAVILLA**

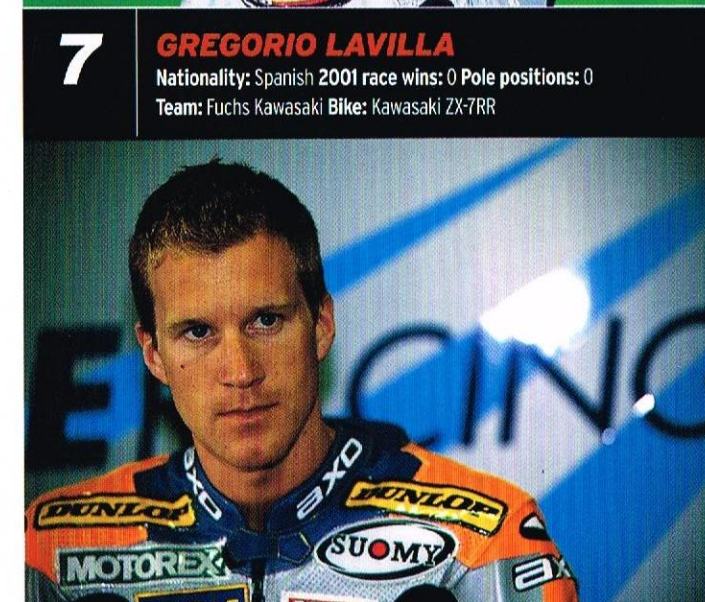
Nationality: Spanish 2001 race wins: 0 Pole positions: 0  
Team: Fuchs Kawasaki Bike: Kawasaki ZX-7RR



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**STEPHANE CHAMBON**

Nationality: French 2001 race wins: 0 Pole positions: 0  
Team: Suzuki Alstare Corona Bike: Suzuki GSX-R750



8

**NEIL HODGSON**

Nationality: British 2001 race wins: 0 Pole positions: 0  
Team: GSE Racing Bike: Ducati 996RS

**PIER-FRANCESCO CHILI**

'Frankie usually wins Monza every other year, but not this time. He might win one race this season. He'll have some DNFs and some decent results, but I can't see him doing much more than that. No, I can't see him finishing in the top three.'

**GREGORIO LAVILLA**

'Lavilla missed a lot of last year because of injury, but it's a big year for him now. He had a couple of good results with a

private Ducati team in 1998, but maybe because there was no real pressure on him then. I don't see him doing much, really.'

**NEIL HODGSON**

'Everything is nice and organised for him and if he's happy he will perform. If all he has to do is go out there and ride the bike, then he'll go fine. He used to be a rider who could do one fast lap; now he can do 25 fast laps.'

**REGIS LACONI**

'Someone I don't know that much about, but obviously he can ride a motorbike fast if he's won a

500GP. It all depends on how well he can adapt to the superbike. People say how hard it is to ride a GP bike, but it's not that easy to ride a superbike either.'

**STEPHANE CHAMBON**

'I don't see him doing anything at all, even though he has been World Supersport Champion. He seemed to get that title more on consistency than anything else. I think he'll struggle a bit.'



**MARCO BORCIANI**

Nationality: Italian  
Race Wins: 0  
Pole Positions: 0  
Team: Team Pedercini  
Bike: Ducati 996RS

**JUAN BAUTISTA BORJA**

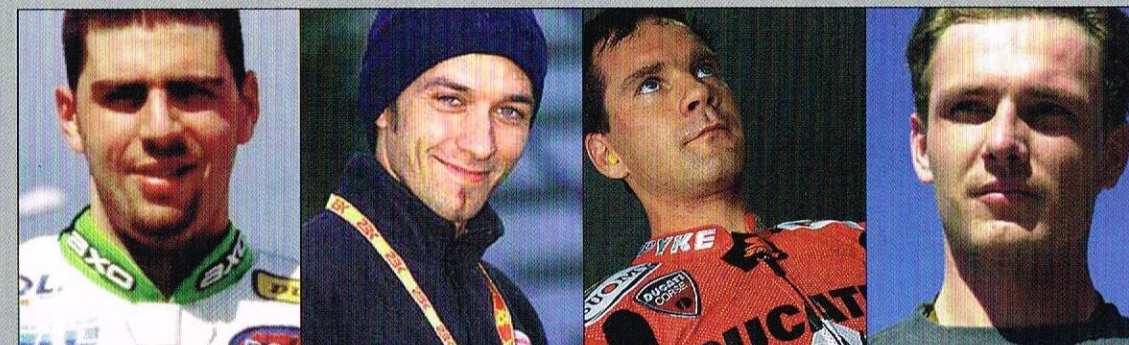
Nationality: Spanish  
Race Wins: 0  
Pole Positions: 0  
Team: Panavto Yamaha Team  
Bike: Yamaha R7

**GIOVANNI BUSSEI**

Nationality: Italian  
Race Wins: 0  
Pole Positions: 0  
Team: Ducati NCR  
Bike: Ducati 996RS

**MARTIN CRAGGILL**

Nationality: Australian  
Race Wins: 0  
Pole Positions: 0  
Team: Pacific Team  
Bike: Ducati 996RS



**LUDOVIC HOLON**

Nationality: French  
Race Wins: 0  
Pole Positions: 0  
Team: Team Kawasaki Bertocchi  
Bike: Kawasaki ZX-7RR

**MICHELE MALATESTA**

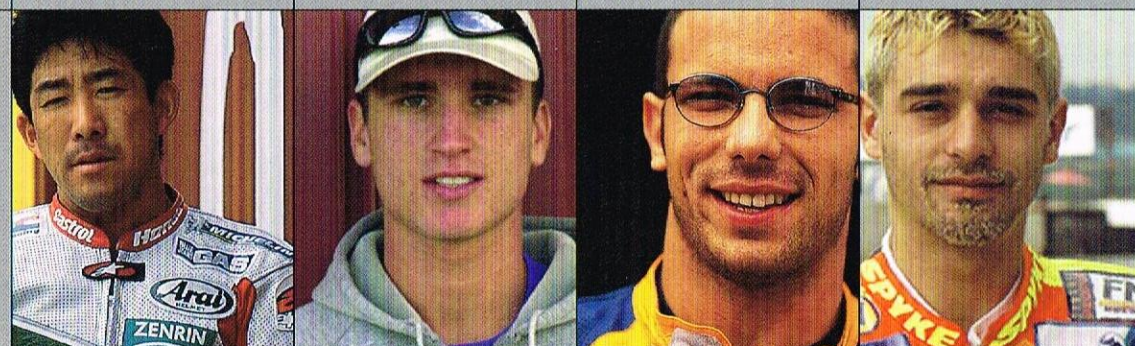
Nationality: Italian  
Race Wins: 0  
Pole Positions: 0  
Team: Team Kawasaki Bertocchi  
Bike: Kawasaki ZX-7RR

**STEVE MARTIN**

Nationality: Australian  
Race Wins: 0  
Pole Positions: 0  
Team: DFX Racing  
Bike: Ducati 996RS

**JIRI MRKVKA**

Nationality: Czech  
Race Wins: 0  
Pole Positions: 0  
Team: JM SBK Team  
Bike: Ducati 996RS



**TADAYUKI OKADA**

Nationality: Japanese  
Race Wins: 0  
Pole Positions: 0  
Team: Castrol Honda  
Bike: Honda VTR 1000 SP-2

**BROC PARKES**

Nationality: Australian  
Race Wins: 0  
Pole Positions: 0  
Team: Ducati NCR  
Bike: Ducati 996RS

**LUCIO PEDERCINI**

Nationality: Italian  
Race Wins: 0  
Pole Positions: 0  
Team: Team Pedercini  
Bike: Ducati 996RS

**MAURO SANCHINI**

Nationality: Italian  
Race Wins: 0  
Pole Positions: 0  
Team: Team Pedercini  
Bike: Ducati 996RS



**BERTRAND STEY**

Nationality: French  
Race Wins: 0  
Pole Positions: 0  
Team: White Endurance  
Bike: Honda VTR 1000 SP

**JAMES TOSELAND**

Nationality: British  
Race Wins: 0  
Pole Positions: 0  
Team: GSE Racing  
Bike: Ducati 996RS

**ROBERT ULM**

Nationality: Austrian  
Race Wins: 0  
Pole Positions: 0  
Team: Gerin WSBK Team  
Bike: Ducati 996RS

**RUBEN XAUS**

Nationality: Spanish  
Race Wins: 0  
Pole Positions: 0  
Team: Ducati Infostrada  
Bike: Ducati 996R

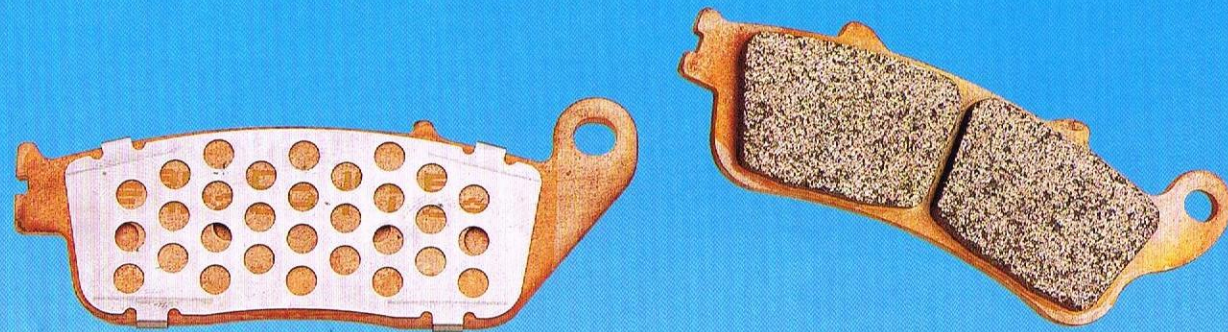
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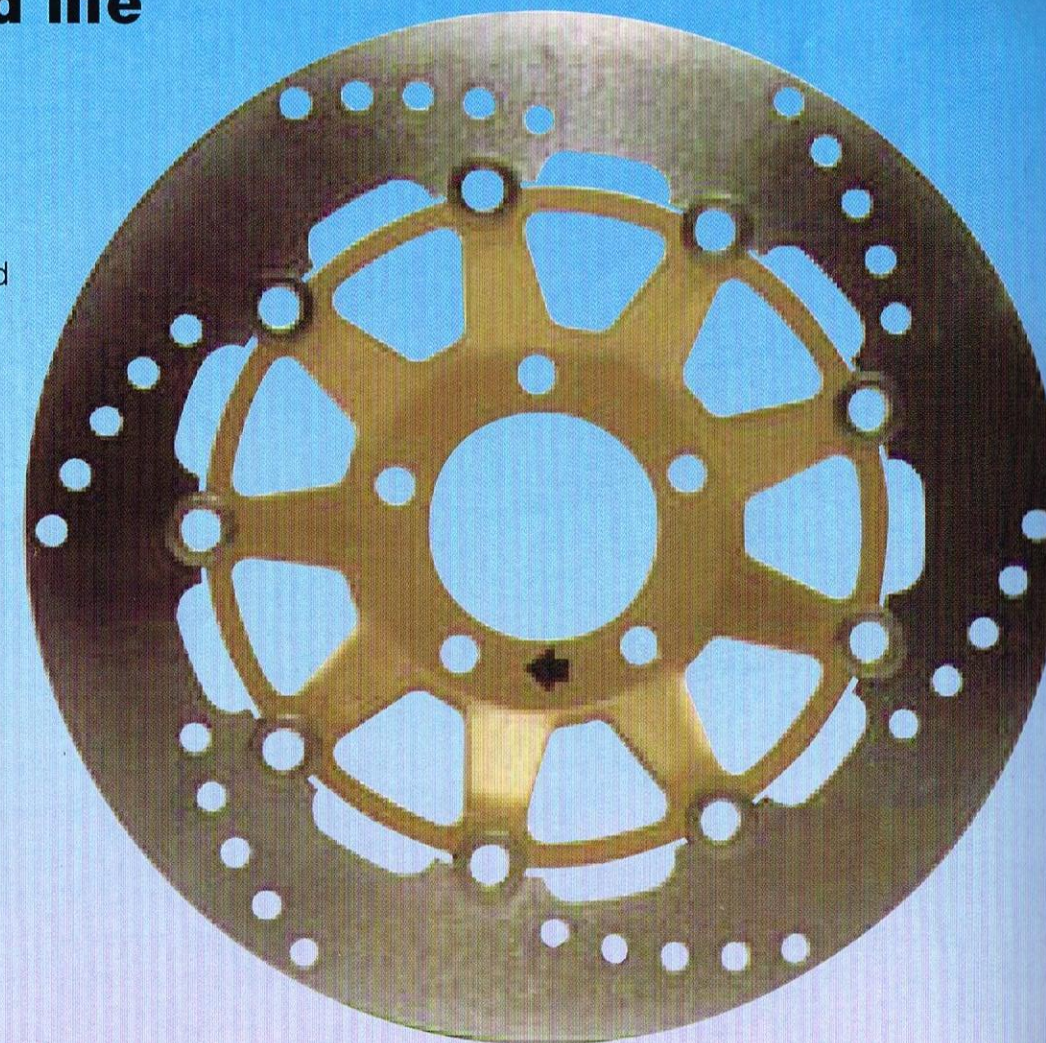
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# THE HEAT IS ON

Fierce competition stalled Hodgson's start to the season, but this is Donington and home to his first ever WSB win. Time for asbestos race gloves, then

WORDS BY ANDY DOWNES. PHOTOGRAPHY BY GOLDANDGOOSE

**Kawasaki**  
Racing Team

**Akira Yanagawa**  
WSS  
**Gregorio Lavilla**  
WSS  
**Ian MacPherson**  
WSS  
**Andrew Pitt**  
WSS

**ALSTARE**  
FACTORY RACING TEAM

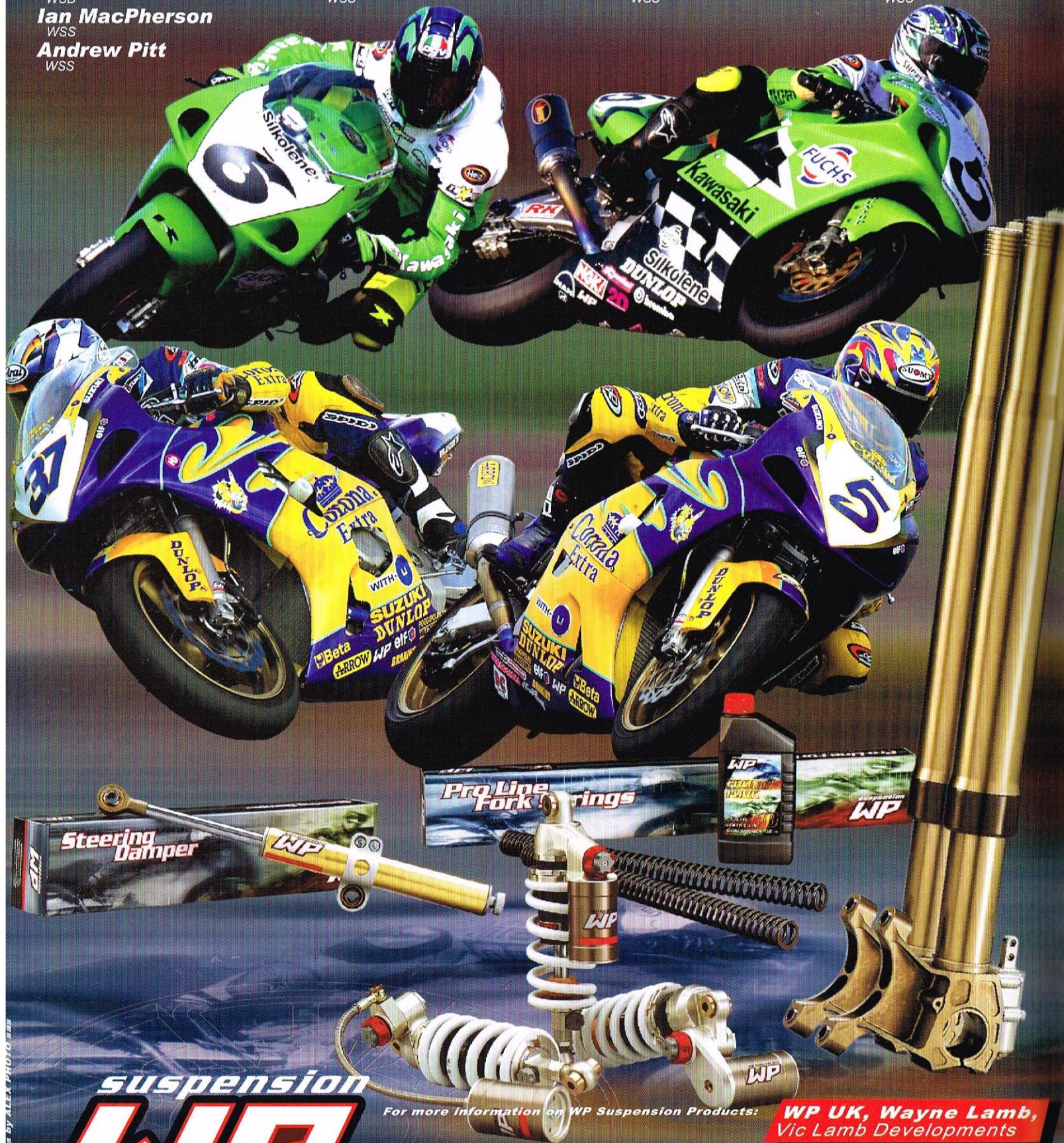
**Karl Muggeridge**  
WSS  
**Katsuaki Fujiwara**  
WSS

**TEN KATE**  
Honda

**Pere Riba**  
WSS  
**Fabien Foret**  
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SEASON SO FAR



THE WORLD SUPERBIKE SEASON HAS BEEN REMARKABLE NOT for the domination of one rider, but the inconsistency of the top scorers. So far three riders have dominated: Ducati's Troy Bayliss, Aprilia's Troy Corser and the third Ducati factory man, Ben Bostrom. But despite a good points haul for all three, none has been consistently on the pace.



The season opener was at the tight and twisty Valencia track in Spain. Corser and Bayliss were the men to beat, if only someone could have matched the pace of the two Australians. The rest of the field simply scraped the points that were left once Corser had taken two wins and Bayliss a brace of seconds. For British hope Neil Hodgson it was far from the dream return to WSB he had hoped for. A crash just seven laps into the first race for no apparent reason left him angry. He was unable to push hard in the second race and had to settle for seventh.

From an Australian-dominated race to an American one in Kyalami, where reigning world champ Colin Edwards got his head down and won the opener. He was all set to claim a double when his Honda VTR blew up, handing the win to a grateful Bostrom. The Honda's crankshaft problem claimed Edwards' teammate Tadyuki Okada twice that event. Bayliss made sure he was there for another pair of seconds and Corser took the remaining third places.

Australia usually produces some great racing but this year was different as biblical rainstorms brought some of the most dangerous conditions ever seen. The result was a poor excuse for a first heat, with Edwards simply disappearing into the spray-obscured distance and Okada coming second. Again, Bayliss was sensible enough to claim third, rather than taking any risks. But it was all too much for Corser who, before the start of the second race, had a pit-lane paddy stopping the rest of the riders leaving to form up on the grid. Corser thought conditions were too bad to race, but Ducati boss Davide Tardozzi wanted his riders to find out for themselves. What resulted was almost farcical as the pair went nose-to-nose debating the issue. Eventually, race bosses saw sense and called the event off—much to the relief of everyone.

On to Japan and the usual blistering pace of the local wildcards was not the

'You ain't seen us, right?': two officials steer Hodgson's big-buck Ducati homeward (right); Swinging low into a deep left-hander, Neil (100) watches his tailpiece for Bayliss (21)



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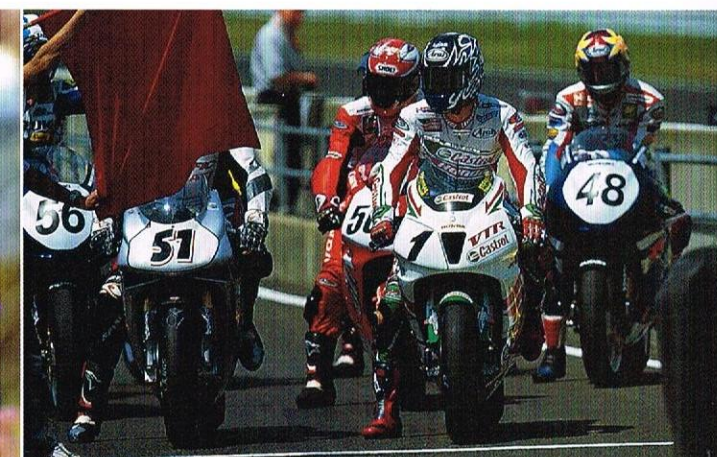
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only news that weekend. From the start of the first session, it was clear those riders using Michelin tyres were struggling. Not just struggling to make it onto the front row of the grid, but struggling to even make Superpole.

For the Infostada Ducati team it was a disaster. For the first time ever the championship leader failed to make Superpole. Bayliss then had the battle of his career to even score some points, as the Michelin tyres just refused to find any grip on the surface of the track. At the end of the weekend, he walked away with a paltry four points, his team-mate Ruben Xaus with nothing. It wasn't much better for Colin Edwards, who managed 13th and 15th while Japanese wildcard Makoto Tamada won both races by a mile.

Normality looked like it was going to be resumed at Monza – the first 'proper' European round – and most riders were looking forward to it. Bayliss was clearly not in a mood to mess about anymore. From the opening minutes of the first practice, it was clear that he was on a mission to restore Ducati honour after the humiliation of Sugo.

His second pole position since he joined the team was backed up by not only some of the hardest riding seen for years in WSB, but also with his maiden double win. The look in those steely-blue eyes showed that Bayliss liked what he had just experienced and will be hungry for more. Edwards was his closest follower, taking a pair of seconds and Kawasaki's Akira Yanagawa graced the bottom step of the podium twice.

For Bostrom and Corser it was a weekend best forgotten. Corser fell off in the first race and wiped out Pier-Francesco Chili at the same time. His bike then developed a bizarre shake in race two and he was forced to pull out as an unbalanced wheel threatened to pull the bike apart.

Bostrom suffered an enormous crash in race one which left him with a dislocated left shoulder and a badly whacked knee. The shoulder was popped back in and he signed a disclaimer to say that he was fit enough to race. His knee had other ideas, however, and swelled up so big that he couldn't even get his leathers on for the second race.



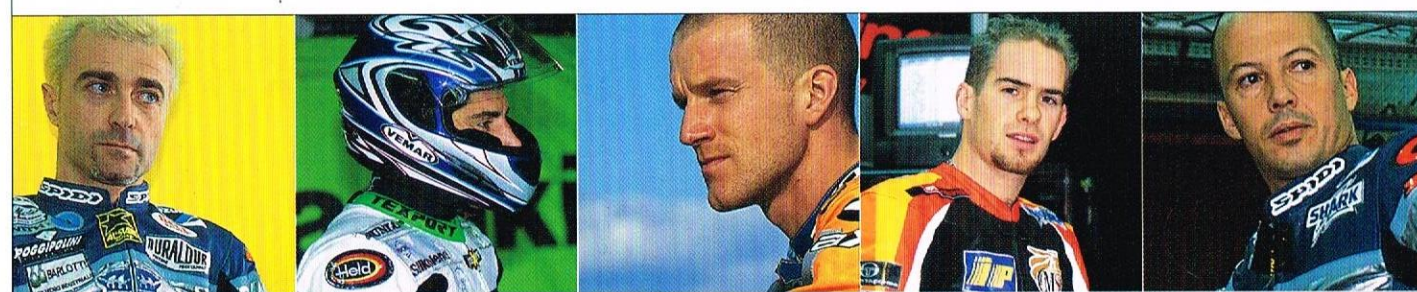
Seeing red: Colin Edwards (1) won the world title last year (top right); Ben Bostrom's 'Evel' appearance last year has not been repeated, as requested by his sponsors (above left)





**1 TROY BAYLISS**   **2 TROY CORSER**   **3 COLIN EDWARDS**   **4 AKIRA YANAGAWA**   **5 BEN BOSTROM**

<p>Valencia: 40 Kyalami: 40 Phillip Island: 16 Sugo: 4 Monza: 50 <b>Total: 150</b></p> <p>In his first full WSB season on the factory Ducati Bayliss has become a tough man to beat. He knows Donington well from his UK racing days, so expect a strong showing.</p>	<p>Valencia: 50 Kyalami: 32 Phillip Island: 10 Sugo: 30 Monza: 0 <b>Total: 122</b></p> <p>Got off to a flyer, with a double at the Valencia opener, but came down to earth at Monza with a crash and then a faulty wheel forced him to retire. He's a lap record holder here at Donington, so the fight will be well and truly on.</p>	<p>Valencia: 23 Kyalami: 25 Phillip Island: 25 Sugo: 7 Monza: 40 <b>Total: 120</b></p> <p>With the exception of the Sugo tyre disaster, Colin Edwards has been strong and consistent in his first year as defending champion. He was right on the pace at Monza and chased Bayliss all the way to the line in both races.</p>	<p>Valencia: 18 Kyalami: 11 Phillip Island: 13 Sugo: 5 Monza: 32 <b>Total: 79</b></p> <p>Yanagawa is still on the ageing Kawasaki ZX-7RR, but was in the top three fastest bikes through the Monza speed trap where he bagged two podium finishes and a swag of points. Like others he had a poor Sugo, but is still well placed in the standings.</p>	<p>Valencia: 16 Kyalami: 38 Phillip Island: 0 Sugo: 20 Monza: 0 <b>Total: 74</b></p> <p>After an up and down learning year last season, Bostrom is back in the official factory squad but with different sponsors. Second year in he's looking and riding with confidence as seen at Kyalami and Sugo.</p>
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**6 P-FRANCESCO CHILI**   **7 GREGORIO LAVILLA**   **8 NEIL HODGSON**   **9 REGIS LACONI**   **10 STEPHANE CHAMBON**

<p>Valencia: 18 Kyalami: 18 Phillip Island: 9 Sugo: 16 Monza: 13 <b>Total: 74</b></p> <p>Chilli is equal on points with Bostrom, but has struggled early on to get the all-new, fast but finicky, fuel-injected GSX-R Suzuki to work in the way he would like. He's still managed to score points in every round and loves racing in front of the UK fans.</p>	<p>Valencia: 27 Kyalami: 18 Phillip Island: 0 Sugo: 10 Monza: 13 <b>Total: 68</b></p> <p>After last season, which was marred by serious injury, Lavilla is back on the works Kawasaki and continues to run team leader Yanagawa close. Third at the season opener showed that he's fully recovered, but a Monza crash blighted his day.</p>	<p>Valencia: 11 Kyalami: 13 Phillip Island: 5 Sugo: 20 Monza: 9 <b>Total: 58</b></p> <p>The great British hope. Neil Hodgson carries great expectation, but his title challenge has been hampered by uncharacteristic mechanical problems and plain bad luck. A wild card winner at Donington last season - a repeat would drive the crowd wild.</p>	<p>Valencia: 13 Kyalami: 18 Phillip Island: 0 Sugo: 4 Monza: 19 <b>Total: 54</b></p> <p>Former 500GP rider Regis Laconi is starting to show some form on the factory Aprilia. A fifth in the first leg at Monza saved the factory blushes and while a decent points haul at Kyalami heralded a promising start to the race season.</p>	<p>Valencia: 12 Kyalami: 12 Phillip Island: 8 Sugo: 1 Monza: 17 <b>Total: 50</b></p> <p>Former supersport champion has moved up to the bigger superbikes. Points at every round and a strong showing at Monza suggests that he is getting to grips with the new fuel-injected Suzuki.</p>
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\*For full list of current rider standings please see p47

## TOP TEN HITS

There's one hundred points between first and tenth, but the season's young and anything can happen  
WORDS BY ROGER ATYEO. PHOTOGRAPHY BY GOLDANDGOOSE



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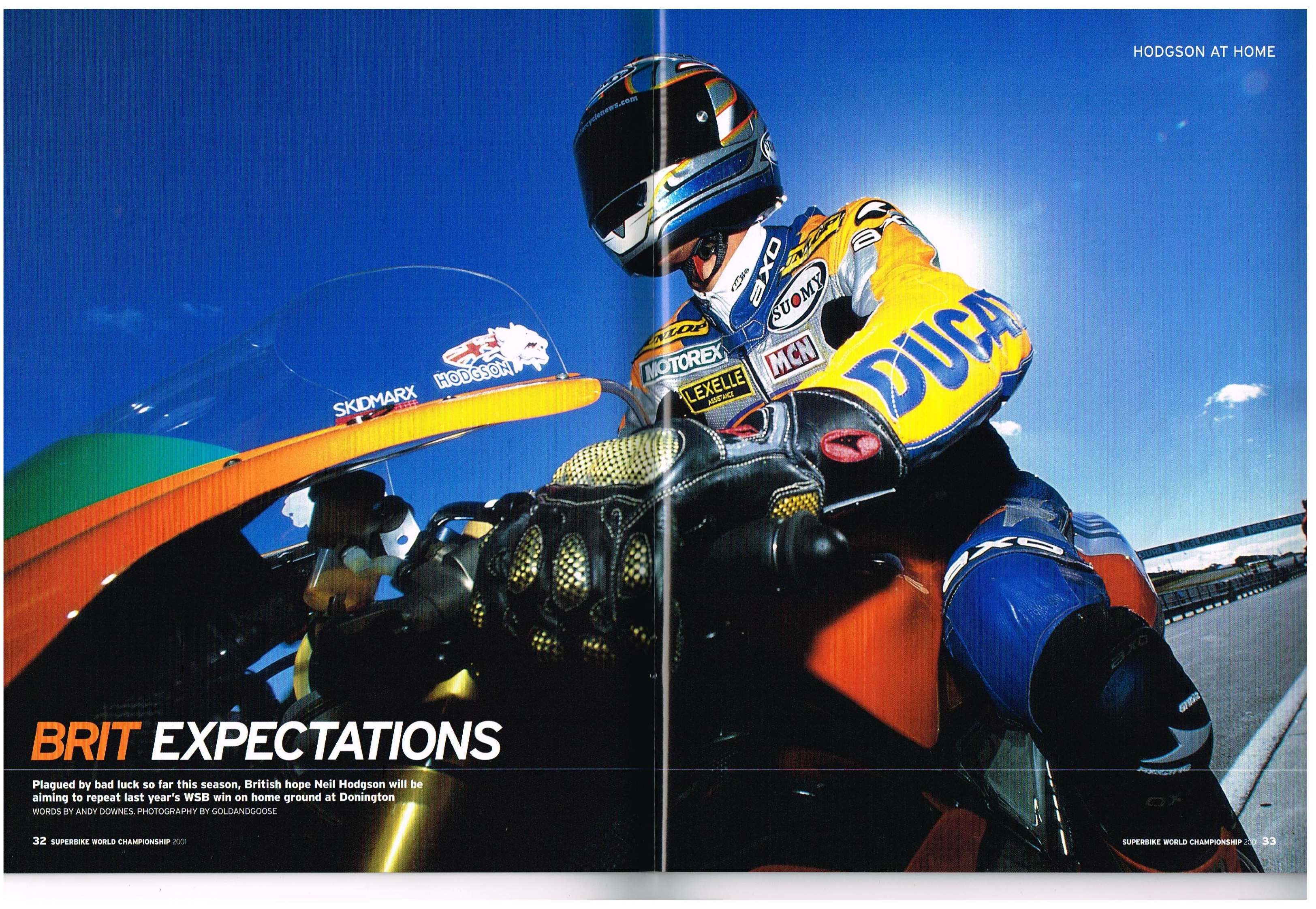
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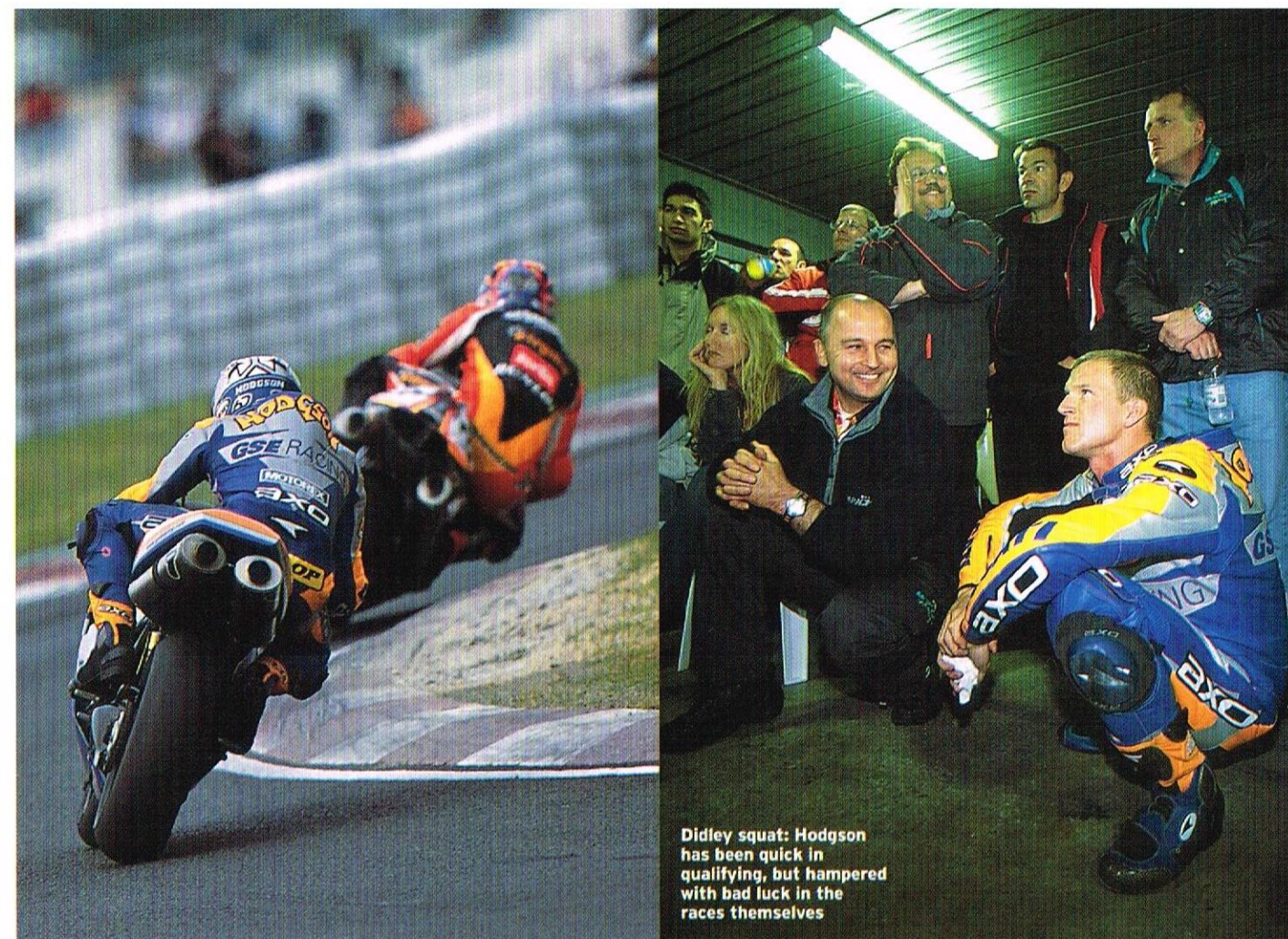
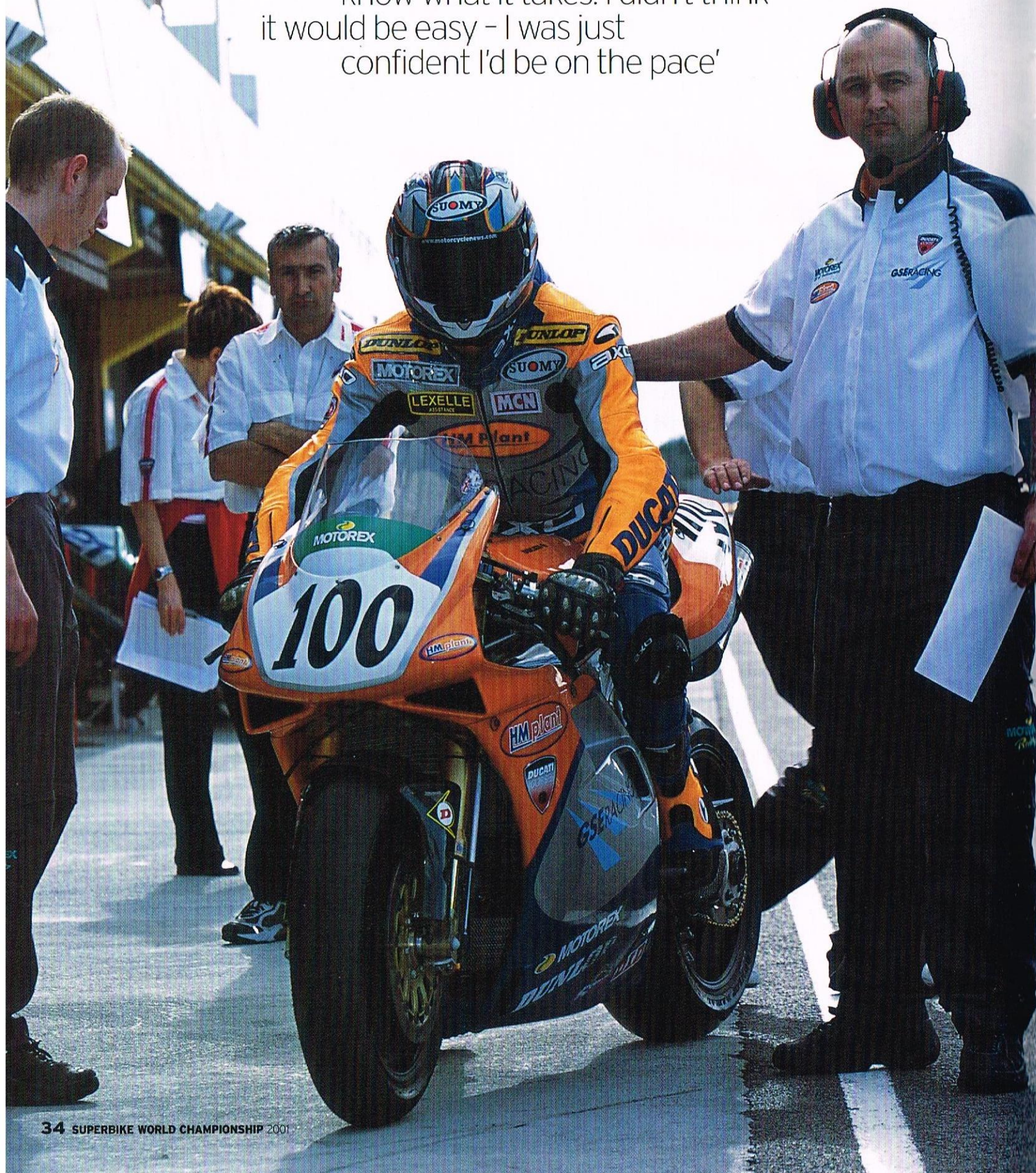


# BRIT EXPECTATIONS

Plagued by bad luck so far this season, British hope Neil Hodgson will be aiming to repeat last year's WSB win on home ground at Donington

WORDS BY ANDY DOWNES. PHOTOGRAPHY BY GOLDANDGOOSE

'I've been in WSB before so I know what it takes. I didn't think it would be easy - I was just confident I'd be on the pace'



Didley squat: Hodgson has been quick in qualifying, but hampered with bad luck in the races themselves

FRUSTRATION, ANGER AND – VERY occasionally – satisfaction at a job well done. This one sentence is enough to encapsulate Neil Hodgson's return to the world superbike series this year. Frustration at knowing he is as quick as any of the riders out there. Anger at not being able to translate his speed and talent into race results. And occasional satisfaction with some of his qualifying results and the fact that he has led a race on his GSE Racing Ducati 996.

Hodgson is the first to admit that this year has not gone to plan. He spent the winter riding high after winning a tough, season-long battle with Chris Walker to take the British championship. With a brace of WSB race wins under his belt from wildcard rides at Donington and Brands Hatch, Hodgson was on top form. He was motivated to do well, pre-season testing had been excellent – and he even finished fastest in final official testing at Kyalami in South Africa.

He and the GSE Racing team were working as one – utterly focused on making this season

a huge success. As Hodgson put it, 'I've been in WSB before, so I know what it takes. I wasn't sitting there over the winter assuming it was going to be easy, because I knew it was going to be hard. I was just confident that I was going to be on the pace from the start of the year.'

Hodgson's first foray into the world series was with the factory Ducati team in 1996. He stayed there for a couple of years before switching to Kawasaki in 1998. These were not happy times for Hodgson: 'I spent all my young years thinking, "If I can just get a factory ride, all my worries will be over and I can be world champion." But for that to happen at such a young age is not necessarily the right thing.

'Rather than just getting on the bikes and riding them, I was starting to freak out. And having Carl Fogarty as a team-mate hardly filled me with confidence, as he is very focused and played mind games.'

Sadly, Hodgson's comeback race at the start of the 2001 season was at the modern Valencia track – a circuit designed to be good for spectators rather than riders – and its tight,

constant turns did not suit him at all. Nevertheless, he still made it onto the front row, qualifying in fourth.

His first race was over just six laps when Hodgson ended up in the gravel after his first front-end crash in the dry for two years. Race two was a little better, but he was hardly satisfied with fifth place. 'Valencia was terrible,' he said. 'I wasn't settled and we couldn't get the bike working around the track at all. It didn't want to go around corners and there was a bizarre delay between me twisting the throttle and the engine responding. The worst thing was seeing the looks on the faces of the team. Just when I thought I was feeling bad, I realised they were just as upset.'

Kyalami was next on the calendar, and as he had gone so well in testing, Hodgson was more than happy to make the trip, expecting to do well. It wasn't to be: an oil leak saw him black-flagged from the first race. In race two, he managed a – still relatively distant – fourth place, but it was a relief just to get some points. 'Crashing is bad, but mechanical problems are

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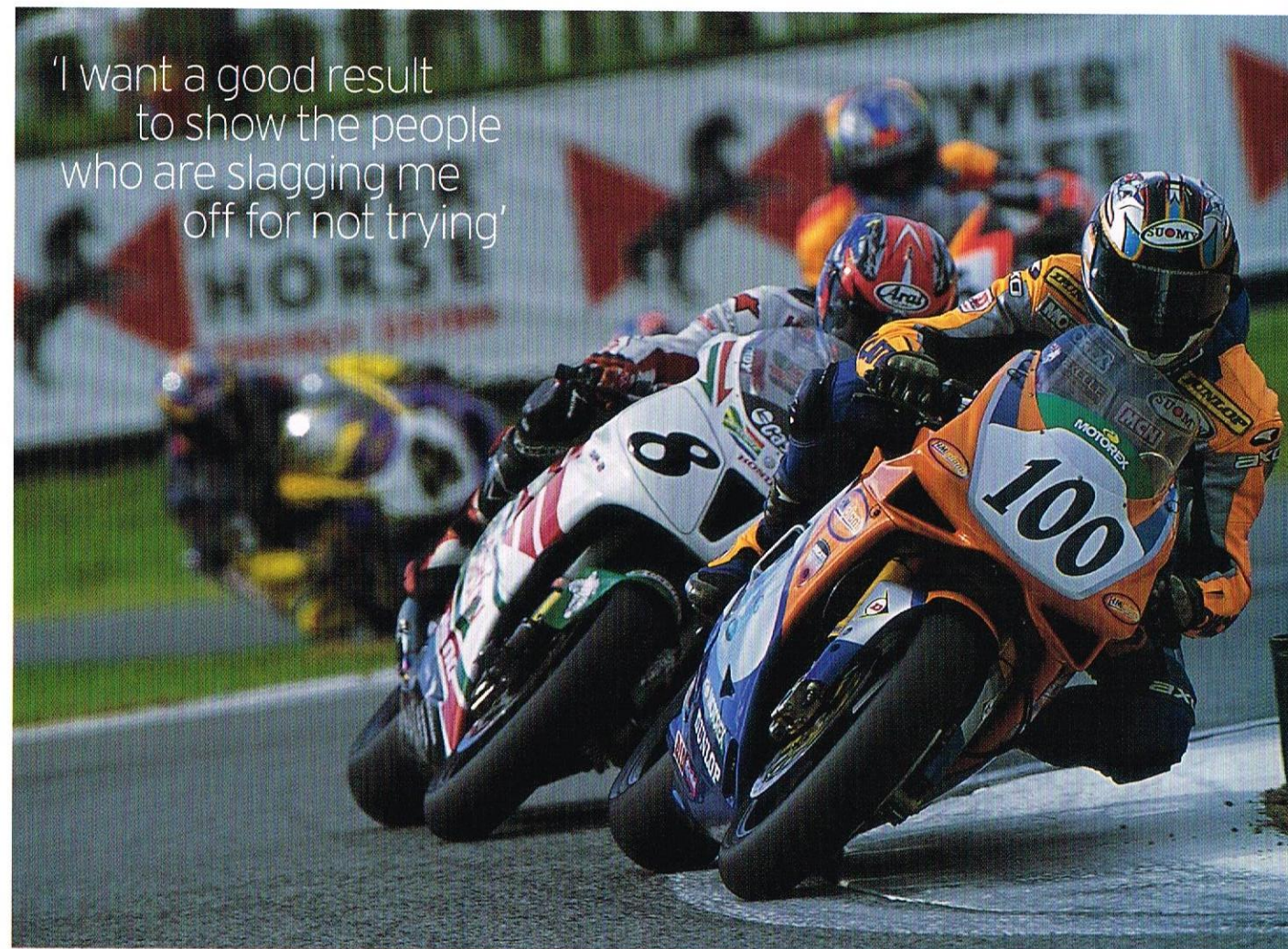
Neil Hodgson

James Toseland

[www.motorex.com](http://www.motorex.com)  
[www.gseracing.com](http://www.gseracing.com)



Photography: Gerd and Boris



'I want a good result to show the people who are slagging me off for not trying'

even worse,' explains Hodgson, 'because they are rarely anyone's fault – they can just happen.'

Next up was the long trip to Phillip Island in Australia, one of the Burnley rider's favourite circuits. Qualifying was superb and he just missed out on pole position to local man Troy Corser. Hodgson was very happy with his performance: 'Phillip Island was great and getting second on the grid was such a good feeling after the disappointments in the previous rounds. It was just a pity the weather turned out to be awful on the race day because I felt good.'

Unfortunately the rain was so bad that only one race was run before the event had to be abandoned. Hodgson crashed out of that one but remounted to finish in 11th. 'Phillip Island was strange,' he said, 'because after the qualifying and Superpole I felt like there had been a turning point in my season and everything was going to start going well. The rain was a factor no-one could have predicted and conditions were so bad it was only a matter of time before a crash happened.'

Sugo was a far better event, showing some of the Hodgson he had wanted us to see all season. Results of seventh and fifth might not sound like much of an improvement, but if you were to take the super-quick wildcards out of the equation, Hodgson would have finished on the podium in both races.

After his Sugo boost, the most recent round at Monza came as something of a shock – not only to Hodgson, but to the whole team. Eight mechanical failures marked the unluckiest weekend of his career.

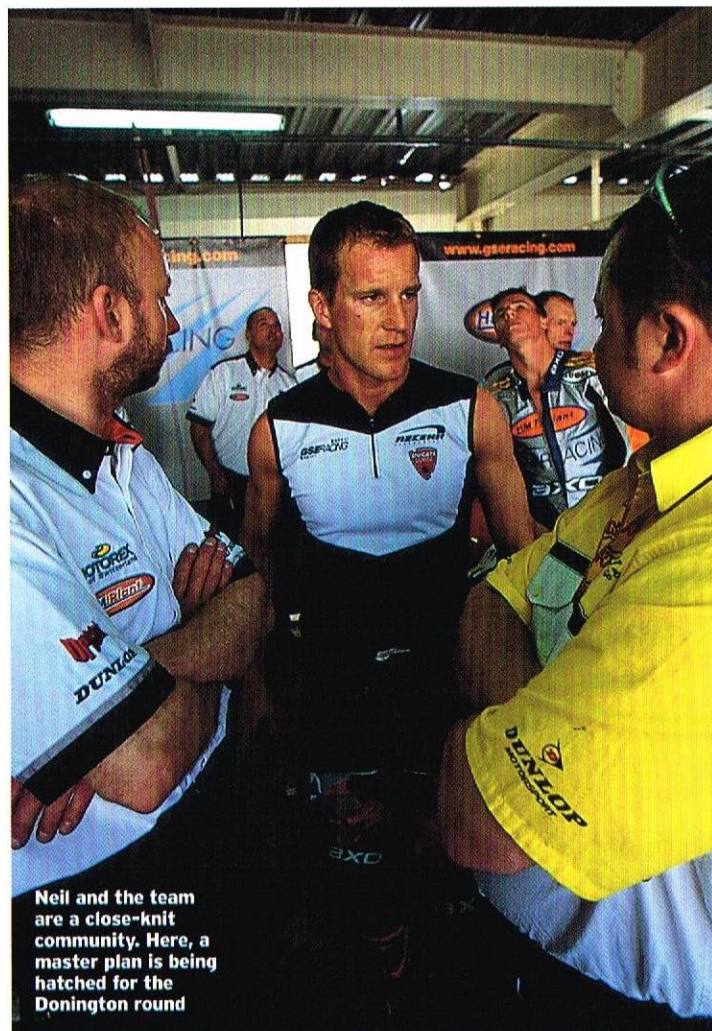
His problems began right at the start of the weekend when mechanical trouble forced him out of both sessions on the Friday and he had to run back to the pits to get his spare bike. But the failures just kept coming. On Saturday morning, both bikes failed and he had to sit out the rest of the session because he had no machinery to ride.

Fortunately, his No1 bike was up and running in time for the afternoon Superpole session and – pretty amazingly, given the disasters he'd had to deal with – a blistering lap saw Hodgson

hold the top spot until Bayliss just pipped him to pole position, leaving him second on the grid. It was a moment of jubilation for Hodgson. 'I slept well on Saturday night,' he said, 'as I was confident there was no way we could have any more breakdowns or problems with the bikes at Monza.' But he was wrong.

After an explosive start to the race, surviving the tight first chicane and then moving to the front of the field, Hodgson was at the front. And he stayed there for the opening laps, dicing with the leaders. Then he slipped back to fourth as the pace increased and his bike started to leak a little oil. Hodgson was not aware of the oil leak and was still pressing third-placed Ruben Xaus very hard when his bike suddenly suffered a big rear-wheel slide.

'I was catching Xaus quite easily,' said Hodgson after the race, 'when the back end just went away from me. I wasn't sure that the bike was leaking oil but it was the first thing that occurred to me because of all the problems we had been having that weekend. When it happened again, I knew the bike was



Neil and the team are a close-knit community. Here, a master plan is being hatched for the Donington round



leaking and I pulled over as soon as I could.' The anger and frustration were immense – even more so when, watching from the sidelines, he saw that Xaus was missing from the front three after crashing while trying to stay ahead of Hodgson. The British rider knew he had been denied his first podium because of an oil leak. 'I was so angry,' he said. 'Not with anyone or anything – just at my bad luck when things had been going so well.'

Race two wasn't much better: a reasonable start was not enough for him to be able to stay ahead of the pack, and he soon slipped back to eighth as the bike wasn't working that well. He ended up finishing in seventh after Gregorio Lavilla crashed out – a disappointing result: 'When Regis Laconi and Akira Yanagawa came past me, they were going so much quicker than me they almost pulled the stickers off my bike. I don't know what was wrong with the bike, or if it was just my lack of confidence in it, but I didn't feel the bike was performing that well.'

The Monza weekend is not one the team will forget in a hurry – but they were strong

### THE WINNING FORMULA

WHEN NEIL HODGSON clinched the British superbike title at Donington in September 2000, he was overjoyed. But winning a world superbike round at the same track in May while riding as a wildcard felt even better, he said. 'I had finally shown that I was capable of getting the job done on a world stage.'

After a third in the opening race, Hodgson got a great start in race two and was followed into Redgate by fellow BSB rider Chris Walker. At the front was Pier-Francesco Chili who was flying. But when Chili's tyres began

giving trouble, he started making mistakes. In some of the toughest racing ever seen in WSB, Walker and Hodgson hunted him down. Even the wild-riding Noriyuki Haga baled out of the fight as he realised there were two riders out there willing to take more risks than him. On the final lap, Chili made one mistake too many and nearly came off at Coppice, allowing Hodgson past. When Walker followed through at the Esses, the crowd went mental. As the two British boys took the win and second, 60,000 British fans went home happy.

enough to move on and concentrate on this weekend's event at Donington as soon as they got home. Ducati has also stepped in to help, providing the team with a pile of new engines, parts and support; Ducati doesn't like seeing its bikes going pop any more than the team do.

'All I want,' said Hodgson, 'is to be able to compete with the factory boys on a level playing field. That hasn't happened this year because of annoying little things, but I know I can turn things around. I just want to be able to get some good results and shove that down the neck of all the people who keep slugging me off for not trying. Can't they see how hard I am working to make this a success?'

'Donington will be good because I know the place so well. I can use the track to set the bike up to base level because I know exactly what it should be doing, and doing well in front of a home crowd is always great.'

Whatever fate hands down to Hodgson at Donington, you can be sure that he is going to be trying as hard as possible to repeat what he managed last year, by winning his home race.

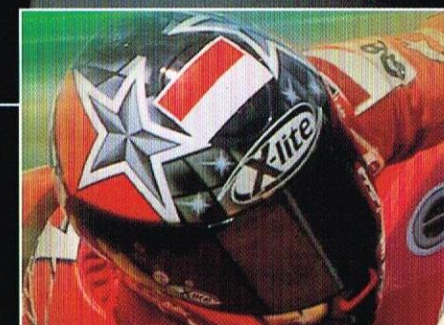
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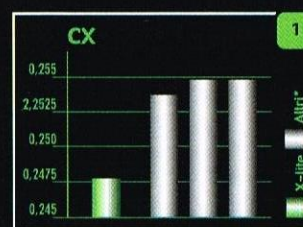
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CHALLENGE 30

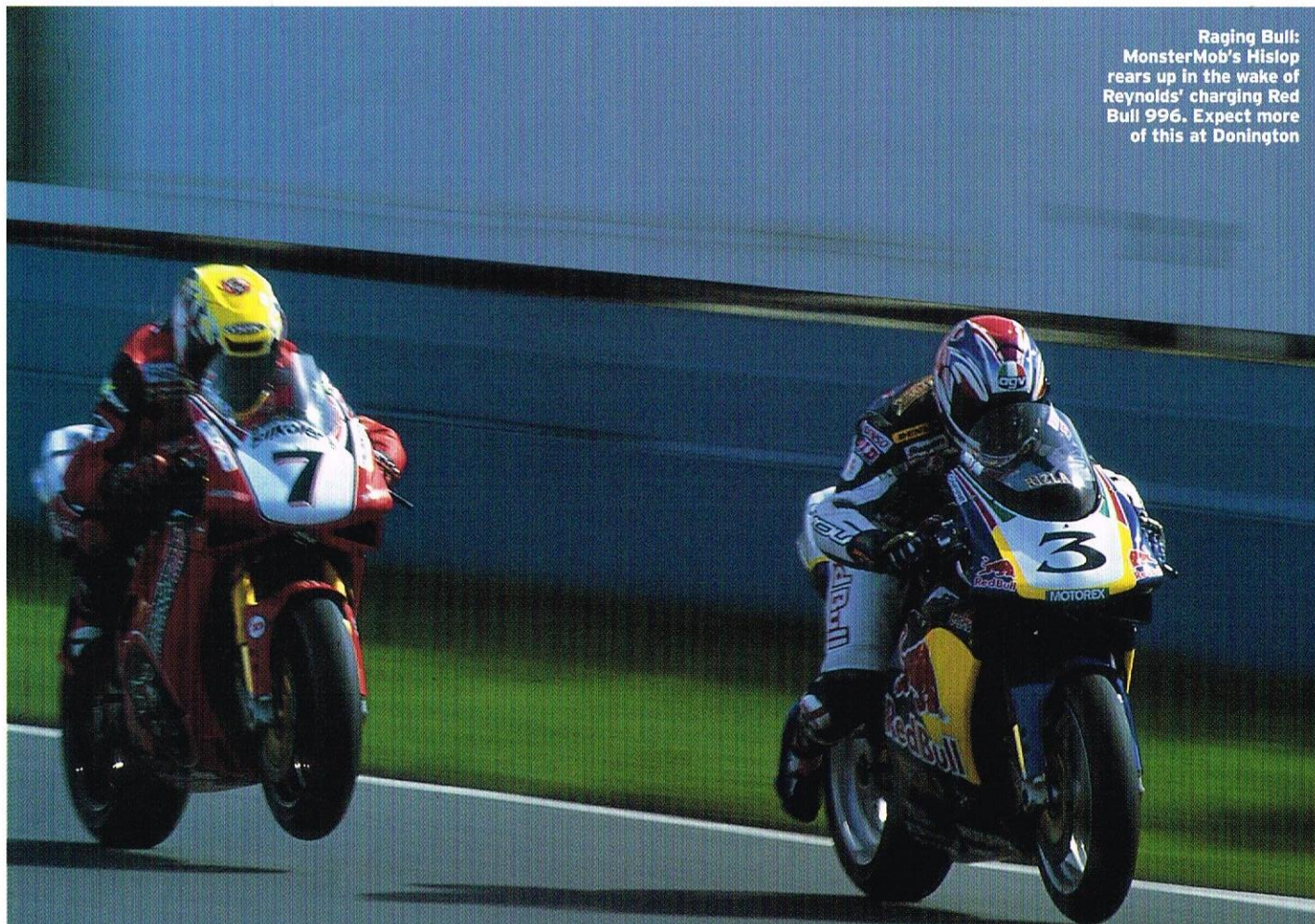
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Raging Bull: MonsterMob's Hislop rears up in the wake of Reynolds' charging Red Bull 996. Expect more of this at Donington

## WILD BOYS

Brit wildcards have a habit of spoiling the WSB regulars' party by winning. Last year Hodgson and Reynolds won, and now Reynolds and friends are back

WORDS BY ANDY DOWNES, PHOTOGRAPHY BY GOLDANDGOOSE

THE CONSTANT SCRAP THAT HAS BEEN raging all season in the British superbike series will be transferring to a world stage this weekend.

But for the two main protagonists - Steve Hislop and John Reynolds - world superbike racing has very different associations.

Red Bull Ducati's Reynolds can only be in a positive frame of mind after taking his first-ever WSB win at Brands Hatch last year.

MonsterMob Ducati's Hislop may be in slightly darker mood, however, as it was at Brands Hatch last year that he had the biggest crash of his career. Unfortunately neither Hislop nor the doctors realised at the time that he

had broken his neck in the terrifying crash. This time he'll be hoping to make amends for a weekend that was so rapidly and violently brought to a halt.

The Reynolds and Hislop show has been the highlight of the British Superbike championship so far this year. They may have a British title each and a combined age of 74 but it doesn't seem to have stopped them showing the younger riders a hard time. So hard, in fact, that no other riders have even been getting a sniff of race victory.

Reynolds is not putting any pressure on himself to do well - his focus is on winning the British championship - but if a podium place

happens to come his way, he will, of course, be delighted.

'Riding as a wildcard is always good,' said Reynolds, 'because you have nothing to lose if the weekend does go badly. That means you relax and enjoy the racing far more than you can in Britain because there is not a championship at stake.'

For Hislop, the Donington race is a chance for him to finally get out in the WSB series on a bike that is fast enough to win - we know that because it is the same bike that Neil Hodgson rode here last year, when he notched up one third place and his first world superbikes win.

'I want to be able to do well,' said

Hislop, 'because I struggled on the Yamaha R7 - it just didn't have the pace of the factory bikes. We all know the Ducati is as fast as anything else and can be made to perform. I want to get a result for me and the team and doing that in front of the huge WSB crowd makes it even more special.'

As the programme went to print, there was some doubt about whether Clarion Suzuki's John Crawford was going to enter, as the team wants to focus on the British championship. There are also doubts about whether James Haydon will be fit enough to take his Virgin Yamaha R7 out to play as he broke a knuckle at the recent BSB Oulton Park round.



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Steve Collins at home with his R1



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# 2001

## BRITISH SUPERBIKE CHAMPIONSHIP

### EVENT TIMETABLE

#### FRIDAY MAY 25

**OFFICIAL PRACTICE**

09.30-10.30	<b>WORLD SUPERSPORT</b> Free
10.45-11.45	<b>WORLD SUPERBIKE</b> Free
12.00-12.30	<b>EUROPEAN SUPERSTOCK (UEM)</b> Free
13.30-14.30	<b>WORLD SUPERSPORT</b> Qualifying
14.45-15.45	<b>WORLD SUPERBIKE</b> Qualifying
16.00-16.30	<b>SIDECAR WORLD CUP</b> Free
16.45-17.15	<b>EUROPEAN SUPERSTOCK (UEM)</b> Qualifying
17.30-18.00	<b>SIDECAR WORLD CUP</b> Qualifying

#### SATURDAY MAY 26

**OFFICIAL PRACTICE**

09.30-10.30	<b>WORLD SUPERSPORT</b> Free
10.45-11.45	<b>WORLD SUPERBIKE</b> Qualifying
12.00-12.30	<b>SIDECAR WORLD CUP</b> Qualifying
12.40-13.10	<b>PITWALK</b>
13.30-14.30	<b>WORLD SUPERSPORT</b> Qualifying
14.45-15.45	<b>WORLD SUPERBIKE</b> Free
16.00	<b>WORLD SUPERBIKE</b> Superpole
17.00-17.15	<b>SIDECAR WORLD CUP</b> Free
17.30	<b>SIDECAR WORLD CUP</b> Superpole
18.00-18.45	<b>EUROPEAN SUPERSTOCK (UEM)</b> Qualifying

#### SUNDAY MAY 27

**WARM UP LAP**

10.40	<b>EUROPEAN SUPERSTOCK (UEM)</b>
12.00	<b>WORLD SUPERBIKE</b> Race One
13.20	<b>WORLD SUPERSPORT</b>
15.30	<b>WORLD SUPERBIKE</b> Race Two
16.45	<b>SIDECAR WORLD CUP</b>

**THE RACES**

10.42	<b>EUROPEAN SUPERSTOCK (UEM)</b>	15 LAPS
12.02	<b>WORLD SUPERBIKE</b> Race One	25 LAPS
13.22	<b>WORLD SUPERSPORT</b>	23 LAPS
15.32	<b>WORLD SUPERBIKE</b> Race Two	25 LAPS
16.47	<b>SIDECAR WORLD CUP</b>	23 LAPS

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### GENERAL NOTICE

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### POSTPONEMENT OF THE MEETING

The promoters reserve the right, without notice, to postpone or cancel all or any part of the meeting or make any alteration in the race programme.

### FILMING

It is a condition of admission to these premises that photography, cine film, video film, sound, or any other visual or audio recording or reproduction of the event or any part or parts of them for any (non-private) use including copies of the recording/reproduction causing it to be seen or heard in public, broadcasting, diffusing, selling, renting, exchanging, lending, using for gain or otherwise dealing with it in whole or in part is strictly prohibited. Furthermore, Donington Park Leisure Ltd reserves the right to confiscate and retain possession of any photographs or films made in breach of this condition and without its express consent in writing.

### ANIMALS

It is a condition of admission to the circuit and paddock/trackside car parks that no animals are allowed. Any person breaching this condition will be deemed a trespasser and will have to leave.

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Always keep behind the spectator rails and fences and the public are not permitted in the areas where Prohibited Area notices are displayed. The fences are there for protection and any person(s) found trespassing or wilfully damaging property, will be prosecuted by Donington Park Leisure Ltd.

## CIRCUIT INFORMATION FOR ALL SPECTATORS

The organisers respectfully ask all spectators to observe the following and above all, wish everyone an enjoyable visit



### RACE 1 15 LAPS

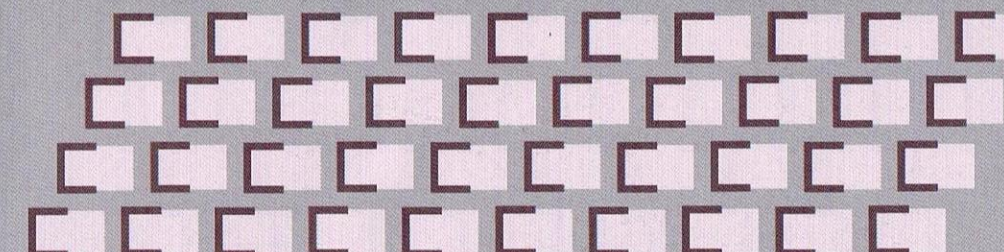


## AXO SUPERSTOCK EUROPEAN CHAMPIONSHIP

### RIDER LINE-UP

NO.	NAME	COUNTRY	BIKE	TEAM
1.	JAMES ELLISON	GBR	Suzuki	Team Tech 2000
2.	MARKUS WEGSCHEIDER	ITA	Suzuki	Suzuki Stefan Schmidt
3.	CHRIS BURNS	GBR	Suzuki	Team Redwood Racing
4.	OLIVIER FOUR	FRA	Honda	BKM Honda Racing Team
5.	DARIO TOSOLINI	ITA	Ducati	Team Pedercini
7.	DANIEL OLIVER BULTO	ESP	Aprilia	FBC Racing
16.	LORENZO ALFONSI	ITA	Ducati	DFX Racing
17.	EMILIO DELGADO	ESP	Suzuki	Team Arbizu Racing
18.	JOHN BAKKER	NED	Ducati	Flanders Motor Racing
19.	WALTER TORTOROGLIO	ITA	Suzuki	DMR Suzuki Italia
20.	RAFFAELLO FABBRONI	ITA	Honda	Team Rumi
21.	VLEUGELS KOEN	BEL	Yamaha	KS Racing
22.	BENJAMIN NABERT	GER	Suzuki	Suzuki Stefan Schmidt
23.	MARK HECKLES	GBR	Honda	Team Rumi
24.	KYRO VERSTRAETEN	NED	Honda	Team Ten Kate Honda
26.	ANDI NOTMAN	GBR	Aprilia	Aprilia Desmo Racing
27.	FRANCESCO RAFANELLI	ITA	Honda	Team Ghelfi Art
28.	GIACOMO ROMANELLI	ITA	Suzuki	DMR Suzuki Italia
29.	STEVE COOPMAN	BEL	Yamaha	East Belgium Racing
30.	MICHAEL WEYNAND	BEL	Yamaha	East Belgium Racing
31.	LUDOVIC FOURREAU	FRA	Suzuki	Team Arbr "A" Comes
32.	ENRICO PASINI	ITA	Ducati	Team Pedercini
34.	DIDIER VANKEYMEULEN	BEL	Honda	BKM Honda Racing Team
35.	PAUL MOOIJMAN	NED	Yamaha	Saveko Dee Cee Jeans Racing T.
40.	GARY MASON	GBR	Honda	Motopower
41.	KIERAN MURPHY	GBR	Suzuki	Martin Raynor Cars/Camparts
42.	BENNY JERZENBECK	GER	Suzuki	Steinhausen Racing Team
43.	STEVE BROGAN	GBR	Aprilia	Team Aprilia
44.	KARL HARRIS	GBR	Suzuki	Team Crescent Suzuki
45.	GIANLUCA VIZZIELLO	ITA	Yamaha	Gimotor Sport
46.	BEN WILSON	GB	Honda	Team Ten Kate Honda
69.	YANN GYGER	SUI	Honda	White Endurance
76.	GUNTER KNOBLOCH	AUT	Yamaha	Team Yamaha Teuchert
88.	MARTY NUTT	GBR	Suzuki	Team Tech 2000
77.	NIKLAS CARLBERG	SWE	Yamaha	Team Yamaha Sweden
90.	LORENZO MAURI	ITA	Ducati	Team Pedercini

### STARTING GRID



POLE POSITION

### SERIES INFORMATION

THE Axo Superstock European Championship is ready to start its third season. The success of the previous years can be seen by looking at the 2001 entry list. The applications for the 2001 permanent entries are more than double those of the previous two seasons, with 30 accepted permanent riders.

The philosophy of the Championship is being maintained with a rider's average age of 21 years, and with the riders coming from nine different countries, including Belgium, England, France, Germany, Italy, Netherlands, Spain, Switzerland, Sweden and Australia. The support of the Axo Superstock European Championship is emphasised by the official participation of the top five World manufacturers, Aprilia, Honda, Kawasaki, Suzuki and Yamaha.

With all bikes governed by the same tuning restrictions and tyre type, Superstock racing presents a great spectacle.

### CHAMPIONSHIP DATES

- March 3 Spain - Valencia
- April 1 South Africa - Kyalami
- April 22 Australia - Phillip Island
- April 29 Japan - Sugo
- May 13 Italy - Monza
- May 27 UK - Donington Park
- June 6 Germany - Lausitzring
- June 24 San Marino - Misano
- July 8 USA - Laguna Seca
- July 29 UK - Brands Hatch
- Sept 2 Germany - Oschersleben

### DONINGTON LAP RECORD

CHRIS VERMEULEN - 1:36.489SEC/93.26MPH

### RESULTS

1ST	6TH	Winner's time
<i>i</i>		001
2ND	7TH	Speed
		7
3RD	8TH	Fast lap no.
		10
4TH	9TH	Time
5TH	10TH	Speed

**RACE 2 AND 4**  
25 LAPS

**SUPERBIKE WORLD CHAMPIONSHIP - RACE 1 AND 2**

**RIDER LINE-UP**

NO.	NAME	COUNTRY	BIKE	TEAM
1.	COLIN EDWARDS	USA	Honda	Castrol Honda
3.	TROY CORSER	AUS	Aprilia	Virgilio Aprilia Axo Team
4.	PIERFRANCESCO CHILI	ITA	Suzuki	Team Suzuki Alstare Corona
5.	AKIRA YANAGAWA	JPN	Kawasaki	Kawasaki Racing Team
6.	GREGORIO LAVILLA	ESP	Kawasaki	Kawasaki Racing Team
7.	JUAN BAUTISTA BORJA	ESP	Yamaha	Panavto Yamaha Team
8.	TADAYUKI OKADA	JPN	Honda	Castrol Honda
11.	RUBEN XAUS	ESP	Ducati	Ducati Infostrada
20.	MARCO BORCIANI	ITA	Ducati	Team Pedercini
21.	TROY BAYLISS	AUS	Ducati	Ducati Infostrada
22.	LUCIO PEDERCINI	ITA	Ducati	Team Pedercini
23.	JIRI MRKYVKA	CZE-REP	Ducati	JM SBK Team
24.	STEPHANE CHAMBON	FRA	Suzuki	Team Suzuki Alstare Corona
27.	BERTRAND STEY	FRA	Honda	White Endurance
31.	MICHELE MALATESTA	ITA	Kawasaki	Team Kawasaki Bertocchi
33.	ROBERT ULM	AUT	Ducati	Gerin WSBK Team
35.	GIOVANNI BUSSEI	ITA	Ducati	Ducati NCR
36.	BROC PARKES	AUS	Ducati	Ducati NCR
41.	LUDOVIC HOLON	FRA	Kawasaki	Team Kawasaki Bertocchi
46.	MAURO SANCHINI	ITA	Ducati	Team Pedercini
51.	MARTIN ANDREW CRAGGILL	AUS	Ducati	Pacific Team
52.	JAMES TOSELAND	GBR	Ducati	GSE Racing
55.	REGIS LACONI	FRA	Aprilia	Virgilio Aprilia Axo Team
60.	JOHN REYNOLDS	GBR	Ducati	Reve Red Bull Ducati
61.	STEVE HISLOP	GBR	Ducati	Monster Mob Ducati
62.	SEAN EMMETT	GBR	Ducati	Reve Red Bull Ducati
64.	MICHAEL RUTTER	GBR	Kawasaki	Team Kawasaki
65.	PAUL BROWN	GBR	Ducati	Dienza Ducati Performance
92.	NIGEL ARNOLD	AUS	Honda	Team Ghelfi Art
99.	STEVE MARTIN	AUS	Ducati	DFX Racing
100.	NEIL HODGSON	GBR	Ducati	GSE Racing
155.	BEN BOSTROM	USA	Ducati	Team Ducati L&M

**SERIES INFORMATION**

FROM its origin in the USA, Superbike racing has rapidly become a global phenomenon and is now the world's premier four-stroke racing category.

In 1988 the FIM sanctioning the first ever world championship with events in Japan and Australia as well as the traditional European rounds. The breakthrough for the series came with victory for the twin-cylinder Ducatis in 1990 and this was followed in successive years by the official entry of the big four Japanese manufacturers with their 750cc four-cylinder bikes - Kawasaki in 1993, Honda in 1994, Yamaha in 1995 and Suzuki in 1996. Aprilia also joined in 1999.

**QUALIFYING**

STARTING positions are decided using the Superpole. It basically comes down to two periods of timed qualifying, one Friday and the other on Saturday.

The top 16 qualifiers overall then go into a one-lap timed shoot-out against the clock. Each rider has one sighting lap followed by the flying lap, then a slow-down lap. First away is the 16th fastest rider. The final grid is determined by the times set in this session, with the fastest rider taking pole. Positions from 17 onwards are determined by the times set in the initial qualifying sessions.

Last season, riders in Superpole had the added pressure of knowing if they fell off during their single lap they would go back to 16th on the grid.

The rules this year have been changed to allow any rider from the top 16 who is unfortunate enough to tip off, to start from the second row of the grid which makes for a more entertaining Superpole.

**CHAMPIONSHIP DATES**

1. March 11 Spain - Valencia
2. April 1 South Africa - Kyalami
3. April 22 Australia - Phillip Island
4. April 29 Japan - Sugo
5. May 13 Italy - Monza
6. May 27 GB - Donington Park
7. June 10 Germany - Lausitzring
8. June 24 San Marino - Misano
9. July 8 USA - Laguna Seca
10. July 29 Europe - Brands Hatch UK
11. Sept 2 Germany - Oschersleben
12. Sept 9 Holland - Assen
13. Sept 30 Italy - Imola

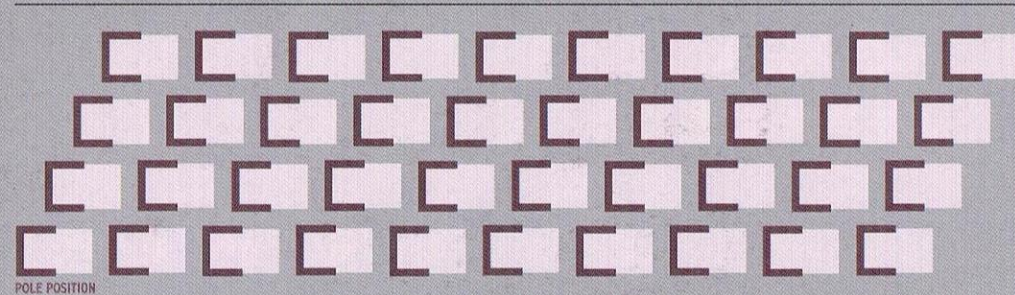
**DONINGTON LAP RECORD**

TROY CORSER - 1:33.47SEC/96.28MPH

**RESULTS - RACE 1**

1ST	6TH	Winner's time
100		
2ND	7TH	Speed
4		
3RD	8TH	Fast lap no.
61		
4TH	9TH	Time
5TH	10TH	Speed

**STARTING GRID - RACE 1**



**SUPERBIKE WORLD CHAMPIONSHIP - SCORE BOARD**

**RIDERS POINTS**

NO.	NAME	ROUNDS					SUB TOTAL	UK RACE 1/2	TOTAL POINTS
		ESP	SA	AUS	JPN	ITA			
1.	COLIN EDWARDS	23	25	25	7	40	120		
3.	TROY CORSER	50	32	10	30	0	122		
4.	PIERFRANCESCO CHILI	18	18	9	16	13	74		
5.	AKIRA YANAGAWA	18	11	13	5	32	79		
6.	GREGORIO LAVILLA	27	18	0	10	13	68		
7.	JUAN BAUTISTA BORJA	4	0	0	3	0	7		
8.	TADAYUKI OKADA	0	0	20	4	13	37		
11.	RUBEN XAUS	8	18	0	0	10	36		
14.	PETER GODDARD	0	0	0	0	0	0		
19.	HITOYASU IZUTSU	7	0	0	36	0	43		
20.	MARCO BORCIANI	8	1	0	0	6	15		
21.	TROY BAYLISS	40	40	16	4	50	150		
22.	LUCIO PEDERCINI	5	2	0	0	12	19		
23.	JIRI MRKYVKA	0	0	0	0	1	1		
24.	STEPHANE CHAMBON	12	12	8	1	17	50		
27.	BERTRAND STEY	0	0	1	0	5	6		
31.	MICHELE MALATESTA	0	3	0	0	0	3		
33.	ROBERT ULM	4	7	7	0	4	22		
35.	GIOVANNI BUSSEI	0	12	0	0	13	25		
36.	BROC PARKES	3	9	11	0	0	23		
41.	LUDOVIC HOLON	0	0	0	0	1	1		
46.	MAURO SANCHINI	0	0	0	8	0	8		
51.	MARTIN ANDREW CRAGGILL	0	0	6	0	0	6		
52.	JAMES TOSELAND	7	2	2	5	0	16		
55.	REGIS LACONI	13	18	0	4	19	54		
99.	STEVE MARTIN	5	0	4	0	2	11		
100.	NEIL HODGSON	11	13	5	20	9	58		
155.	BEN BOSTROM	16	38	0	20	0	74		

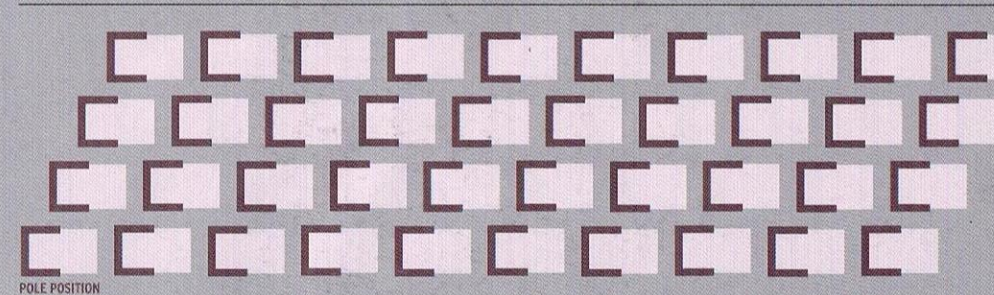
**BRITISH WILDCARDS**

60.	JOHN REYNOLDS	-	-	-	-	-	-		
61.	STEVE HISLOP	-	-	-	-	-	-		
62.	SEAN EMMETT	-	-	-	-	-	-		
63.	TBA	-	-	-	-	-	-		
64.	MICHAEL RUTTER	-	-	-	-	-	-		
65.	PAUL BROWN	-	-	-	-	-	-		

**MANUFACTURERS' STANDINGS**

DUCATI	40	45	16	22	50	173
HONDA	23	26	25	50	40	164
APRILIA	50	32	10	30	19	141
KAWASAKI	27	20	13	36	32	128
SUZUKI	18	18	9	20	21	86
YAMAHA	4	0	0	6	10	20

**STARTING GRID - RACE 2**



**EVENT TIMETABLE**

**CURRENT WORLD CHAMPION**  
COLIN EDWARDS (USA)

**PAST WORLD CHAMPIONS**

1988	FRED MERKEL (USA)	Honda
1989	FRED MERKEL (USA)	Honda
1990	RAYMOND ROCHE (F)	Ducati
1991	DOUG POLEN (USA)	Ducati
1992	DOUG POLEN (USA)	Ducati
1993	SCOTT RUSSELL (USA)	Kawasaki
1994	CARL FOGARTY (GB)	Ducati
1995	CARL FOGARTY (GB)	Ducati
1996	TROY CORSER (AUS)	Ducati
1997	JOHN KOCINSKI (USA)	Honda
1998	CARL FOGARTY (GB)	Ducati
1999	CARL FOGARTY (GB)	Ducati

**2000 SUPERBIKE WORLD CHAMPIONSHIP OVERALL RESULTS**

1.	C. EDWARDS	400
2.	N. HAGA	335
2.	T. CORSER	310
4.	PF. CHILI	258
5.	A. YANAGAWA	247
6.	T. BAYLISS	243
7.	B. BOSTROM	174
8.	A. SLIGHT	153
9.	K. FUJIWARA	151
10.	G. LAVILLA	133
11.	J. BORJA	123
12.	N. HODGSON	99
13.	A. MEKLAU	91
14.	C. WALKER	82
15.	A. ANTONELLO	72
15.	R. ULM	67
17.	J. REYNOLDS	57
18.	H. AOKI	56
19.	H. IZUTSU	50
20.	V. GUARESCHI	46
21.	G. BUSSEI	44
21.	GODDARD	42
23.	A. GRAMIGNI	42
24.	W. YOSHIKAWA	39
24.	A. GOBERT	37
26.	C. FOGARTY	36
27.	L. PEDERCINI	33
28.	J. HAYDON	24
29.	A. RYO	20
29.	S. CRAFAR	20
29.	K. KITAGAWA	18
32.	M. SANCHINI	18
32.	L. ISAACS	17
32.	M. BARTH	16
35.	D. ROMBONI	14
35.	J. OELSCHLAEGE	14
37.	T. SERIZAWA	9
37.	M. TAMADA	9
38.	S. PLATER	7
39.	A. MAXWELL	5
40.	J. CRAWFORD	4
41.	S. HISLOP	4
42.	I. JERMAN	4
43.	L. PEGRAM	3
44.	Y. TAKEDA	3
45.	M. BORCIANI	3
46.	BLORA	3
47.	F. PROTAT	2
48.	G. MUTEAU	1
49.	M. KAMADA	1
50.	I. ANTONELLI	1

**RESULTS - RACE 2**

1ST	6TH	Winner's time
4		
2ND	7TH	Speed
100		
3RD	8TH	Fast lap no.
3		
4TH	9TH	Time
5TH	10TH	Speed

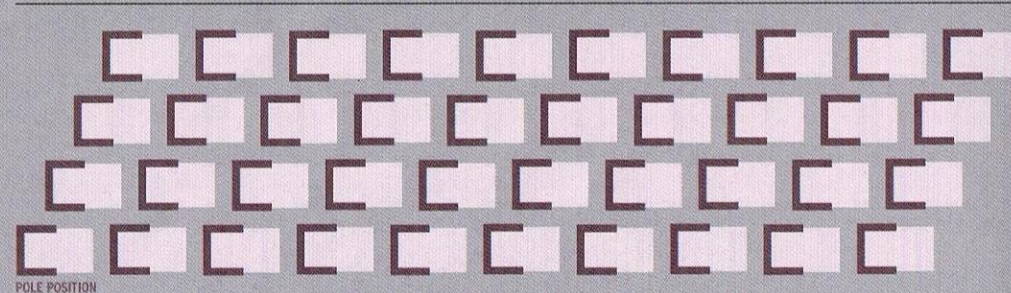


RACE 3  
23 LAPSCORONA EXTRA SUPERSPORT  
WORLD CHAMPIONSHIP

## RIDER LINE-UP

NO.	NAME	TEAM	BIKE	COUNTRY
1.	JORG TEUCHERT	Wilbers-Suspension Yamaha	Yamaha	Germany
2.	PAOLO CASOLI	Yamaha Belgarda Supersport Team	Yamaha	Italy
4.	CHRISTIAN KELLNER	Wilbers-Suspension Yamaha	Yamaha	Germany
5.	KARL MUGGERIDGE	Team Suzuki Alstare Corona Extra	Suzuki	Australia
6.	IAN MACPHERSON	Kawasaki Racing Team	Kawasaki	GB
7.	PERE RIBA	Team Ten Kate Honda	Honda	Spain
8.	ANDREW PITT	Kawasaki Racing Team	Kawasaki	Australia
9.	FABRIZIO PIROVANO	DMR Racing Team	Suzuki	Italy
11.	KEVIN CURTAIN	BKM Honda Racing Team	Honda	Australia
12.	PIERGIORGIO BONTEMPI	Team Italia ñ Lorenzini by Leoni	Yamaha	Italy
14.	CHRISTOPH COGAN	Saveko Dee Cee Jeans Racing Team	Yamaha	France
15.	WERNER DAEMEN	Yamaha Belgium	Yamaha	Belgium
16.	CHRISTER LINDHOLM	Yamaha Belgium	Yamaha	Sweden
17.	IVAN CLEMENTI	GiMotor Sport	Yamaha	Italy
18.	CRISTIANO MIGLIORATI	BKM Honda Racing Team	Honda	Italy
19.	AUGUSTIN ESCOBAR	GiMotor Sport	Yamaha	Spain
21.	CHRIS VERMEULEN	Castrol Honda	Honda	Australia
22.	VITTORIANO GUARESCHI	Dienza Ducati Racing	Ducati	Italy
23.	DEAN THOMAS	Dienza Ducati Racing	Ducati	Australia
24.	ADAM FERGUSSON	Alpha Technik Castrol Honda	Honda	Australia
25.	MARKUS BARTH	Alpha Technik Castrol Honda	Honda	Germany
28.	SEBASTIEN LE GRELLE	Moto 1 ñ Honda Elf Dholda	Honda	Belgium
31.	VITTORIO IANNUZZO	DMR Racing Team	Suzuki	Italy
35.	STEFANO CRUCIANI	Team Italy - Lorenzini by Leoni	Yamaha	Italy
37.	KATSUAKI FUJIWARA	Team Suzuki Alstare Corona Extra	Suzuki	Japan
40.	SHANNON JOHNSON	Moto 1 ñ Honda Elf Dholda	Honda	Australia
44.	ANTONIO CARLACCI	DFX Racing	Ducati	Italy
45.	MATT LLEWELLYN	V&M Yamaha	Yamaha	GB
65.	JAN HANSON	Saveko Dee Cee Jeans Racing Team	Yamaha	Sweden
69.	JAMES WHITHAM	Yamaha Belgarda Supersport Team	Yamaha	GB
71.	DAVID BULEGA	Team Lightspeed/Ducci Promotion	Yamaha	Italy
72.	DENNIS HOBBS	Team Lightspeed/Ducci Promotion	Yamaha	GB
88.	SCOTT SMART	Scott Smart Racing	Suzuki	GB
99.	FABIEN FORET	DCR Pirelli	Ducati	Italy
TBA.	TBA	Ducati NCR	Ducati	tba

## STARTING GRID



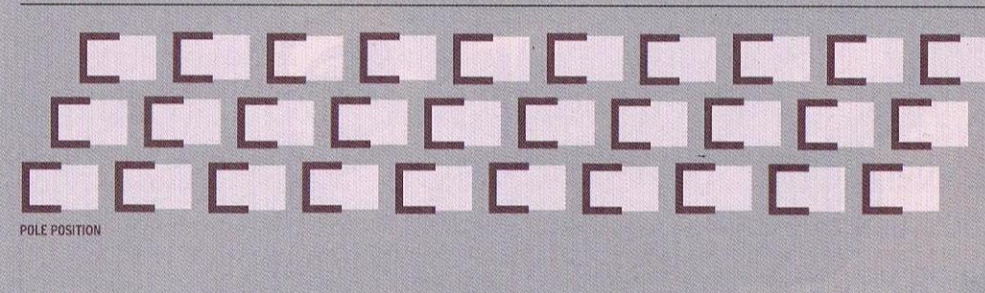
POLE POSITION

RACE 5  
23 LAPSOLYMPIA REISEN SIDECAR WORLD  
CUP

## RIDER LINE-UP

NO.	NAME	TEAM	BIKE	COUNTRY
1.	STEVE WEBSTER PAUL WOODHEAD	Live on Screen Racing	Suzuki/LCR	GB GB
2.	KLAUS KLAFENBOCK CHRISTIAN PARZER	Team Klaffenbock Racing	Suzuki/LCR	Austria Austria
3.	JORG STEINHAUSEN ANDY HETHERINGTON	Steinhausen Racing	Suzuki/LCR	Germany GB
5.	GERHARDT HAUZENBERGER ADOLF HANNI	Hanni Racing	Suzuki/LCR	Austria Switzerland
6.	STUART MULDOON TREVOR CRONE	Clark GP/Excalibur Racing	Yamaha/LCR	GB GB
7.	STEVE ABBOTT JAMIE BIGGS	Grabensek Racing	Yamaha/Windle	GB GB
8.	MARTIEN VAN GILS TONNY VAN GILS	Maton Racing	Suzuki/LCR	Netherlands Netherlands
9.	TOM HANKS PHIL BIGGS	Hanks Racing	Yamaha/LCR	GB GB
10.	KURT LIECHTI DANIEL LOCHER	Sidecar Team Liechti Locher	Kawasaki/LCR	Switzerland Switzerland
11.	IAN GUY ANDY PEACH	Live on Screen Racing	Suzuki/LCR	GB GB
12.	PAUL STEENBERGEN RENE STEENBERGEN	Steenbergen Racing	Suzuki/LCR	Netherlands Netherlands
15.	BRIAN GRAY STEVE POINTER	Powerbike Racing	Suzuki/LCR	GB GB
16.	BARRY FLEURY JANE FLEURY	Team Fleury Racing	Suzuki/LCR	New Zealand New Zealand
17.	PETER SCHRODER UELI WAFLER	Schroder Racing	Suzuki/LCR	Switzerland Switzerland
19.	CHRIS FOUNDS PETER FOUNDS	Founds Racing	Suzuki/LCR	GB GB
20.	DAN MORRISSEY MARK COX	Clark GP/Excalibur Racing	Yamaha/LCR	GB GB
21.	IAN WILFORD STEVEN ENGLISH	Wilford Racing	Suzuki/LCR	GB GB
22.	MIKE ROSCHER UWE NEUBERT	RSC Rocher Side Car	Suzuki/LCR	Germany Germany
23.	THOMAS HEMMERLING ANDRE KOLSCH	Steinhausen Racing	Suzuki/LCR	Germany Germany
24.	JUN HAYAKAWA YUZURU KOHBE	Kumano Racing	Suzuki/Suzuki	Japan Japan
25.	ROB CAMERON DARREN HARPER	Team Cameron Racing	Suzuki/LCR	GB GB
26.	SEBASTIEN DELANNOY JEROME VANNIER	Team Sand. Seb 72	Suzuki/LCR	France France
27.	DIETER EILERS ANDREAS KOLLOCH	Rennteam Eilers	Suzuki/LCR	Germany Germany
39.	STUART HALL NAT WOOD	Hollywood Motorsport	Suzuki/LCR	GB GB

## STARTING GRID



POLE POSITION

## SERIES INFORMATION

IN 1999 the FIM granted the Supersport category World Championship status. From 1990 to 1995 the series was only held in Europe, but such has been the success over the past few years and the strong interest from the world's motorcycle manufacturers, the category became global. In 1997 Supersport became an FIM-recognised World Championship series.

## ELIGIBLE MACHINES

THE Corona Extra Supersport World Championship is for strictly production-based machines (twin-cylinder bikes from 601-750cc and four-cylinder bikes from 401-600cc). Minimum weight is 172kg, and the use of standard road tyres obligatory.

## CHAMPIONSHIP DATES

1. March 11 Spain - Valencia
2. April 22 Australia - Phillip Island
3. April 29 Japan - Sugo
4. May 13 Italy - Monza
5. May 27 GB - Donington Park
6. June 10 Germany - Lausitzring
7. June 24 San Marino - Monza
8. July 29 Europe - Brands Hatch UK
9. Sept 2 Germany - Oschersleben
10. Sept 9 Holland - Assen
11. Oct 20 Italy - Imola

## DONINGTON LAP RECORD

JAMES WHITHAM - 1:37.565SEC/92.15MPH

## RESULTS

1ST	6TH	Winner's time
2ND	7TH	Speed
3RD	8TH	Fast lap no.
4TH	9TH	Time
5TH	10TH	Speed

## SERIES INFORMATION

SIDECAR racing is 52 years old this season. Sidecars have evolved from a motorcycle with a third wheel screwed on to the frame to a high-tech racing machine.

In Sidecar racing there are those who are so talented that, what ever happens, they will achieve success. During the past 50 years, Sidecar racing has had many champions - people like Rolf Biland from Switzerland, who was World Champion seven times and won 82 Worldcup races. Klaus Enders the most successful German driver ever, who won 27 Worldcup races and was World Champion six times 1967-1969, 1970, 1972-1974 and, of course, Steve Webster from England. He has won 33 Worldcup races and was four times World Champion and moreover World Cup winner in 1997 and 1998. Last but not least of the manufacturers, BMW has won more Sidecar races than any other.

With the introduction of four-stroke engines in 1998 in the Sidecar World Cup, many more people have become interested in sidecar racing. England, Australia and Germany have always had a strong sidecar line-up with grids of 25 or 30 sidecars and most of them are powered by modern four-cylinder 1100cc, 200 horsepower-plus engines from Suzuki, Kawasaki, Honda or Yamaha. The two-stroke era is gone forever.

## CHAMPIONSHIP DATES

1. March 11 Spain - Valencia
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8. July 8 USA - Laguna Seca
9. July 29 Europe - Brands Hatch UK
10. Sept 2 Germany - Oschersleben
11. Sept 9 Holland - Assen
12. Sept 30 Italy - Imola

## DONINGTON LAP RECORD

STEVE ABBOTT/JAMES BIGGS - 1:36.489SEC/93.26MPH

## RESULTS

1ST	6TH	Winner's time
2ND	7TH	Speed
3RD	8TH	Fast lap no.
4TH	9TH	Time
5TH	10TH	Speed

## EVENT TIMETABLE

### OFFICIALS OF THE MEETING

**FIM JURY PRESIDENT/  
CHIEF STEWARD**  
MAX DUBEI

**FIM JURY MEMBER/STEWARD**  
RON BARRICK

**FIM JURY MEMBER/STEWARD**  
NEIL HANSON

**FIM SAFETY OFFICER**  
CLAUDE DANIS

**RACE DIRECTOR**  
ROBERTO NOSETTO

**MEDICAL DIRECTOR**  
DR. RUGGERO MATTIOLI

**TECHNICAL DIRECTOR**  
STEVE WHITELOCK

**STARTER**  
ALBERTO FANTINI

**RACE DIRECTION:  
FIM REPRESENTATIVE**  
CLAUDE DANIS

**SBK REPRESENTATIVE**  
DANIELLE AUDETTO

**TEAMS' REPRESENTATIVE**  
GUIDO BARDI

**CLERK OF THE COURSE**  
STUART HIGGS

**DEPUTY CLERK OF THE COURSE**  
DAVE FRANCIS

**SECRETARY OF THE MEETING**  
DOUG BARNFIELD

**CHIEF MEDICAL OFFICER**  
MR. LYN JARRET FRCS, FFAEM

**CHIEF MARSHAL**  
MIKE BLAKEY

**CHIEF INCIDENT OFFICERS**  
GEOFF DODD, ADRIAN JOHNSTONE

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## CIRCUIT GUIDE



### CAR & BIKE PARKING

Vehicles are taken into the car park on condition that the Organisers, Promoters and Circuit company shall not be liable for loss or damage to the vehicle, or to any part or accessory thereof, or to any animal or thing left in or about or with any vehicle, in whatever way or by whatever means such loss or damage may be caused. You should ensure your vehicle is locked and secure at all times.



### DISABLED ACCESS

The disabled parking is located on the Infield. Access is via the vehicle tunnel located next to the Exhibition Centre. Disabled toilets are available around the venue: please ask any member of staff for directions.



### WHAT'S UP DOC

First Aid is available at the First Aid point on the Infield and opposite the circuit office. Medical personnel are stationed at various circuit points and St. John's people are available 24 hours.



### RADIO RACERS

If you want to tune into the live race commentary, rider interviews and behind-the-scenes features as well as music and regular competitions then tune in to SBK Radio on 1602MW. The station will also have up-to-date traffic information, weather forecasts and news.



### ENTERTAINMENT

From 7pm on Saturday, entertainment will be provided in the Exhibition Centre. Entry costs £5.



### PITCHING UP

Camping is available over the weekend. The campsite is situated outside Coppice and McLeans corner. There are toilet and shower facilities on site. No bikes or cars will be permitted on the camping site for safety reasons, but a fenced parking area with CCTV and 24-hour patrol will be provided adjacent to the campsite. The campsite will also have its own catering facilities so canvas city dwellers can buy supplies.



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TIME (SEC)	SPEED (MPH)	TIME (SEC)	SPEED (MPH)	TIME (SEC)	SPEED (MPH)	TIME (SEC)	SPEED (MPH)	TIME (SEC)	SPEED (MPH)	TIME (SEC)	SPEED (MPH)	TIME (SEC)	SPEED (MPH)
1:20.0	112.50	1:27.0	103.44	1:34.0	95.74	1:41.0	89.10	1:48.0	83.33	1:55.0	78.26	2:02.0	73.77
1:20.1	112.35	1:27.1	103.32	1:34.1	95.64	1:41.1	89.02	1:48.1	83.25	1:55.1	78.19	2:02.1	73.71
1:20.2	112.21	1:27.2	103.21	1:34.2	95.54	1:41.2	88.93	1:48.2	83.17	1:55.2	78.12	2:02.2	73.64
1:20.3	112.07	1:27.3	103.09	1:34.3	95.44	1:41.3	88.84	1:48.3	83.10	1:55.3	78.05	2:02.3	73.58
1:20.4	111.94	1:27.4	102.97	1:34.4	95.33	1:41.4	88.75	1:48.4	83.02	1:55.4	77.98	2:02.4	73.52
1:20.5	111.80	1:27.5	102.85	1:34.5	95.23	1:41.5	88.66	1:48.5	82.94	1:55.5	77.92	2:02.5	73.46
1:20.6	111.66	1:27.6	102.731	1:34.6	95.13	1:41.6	88.58	1:48.6	82.87	1:55.6	77.85	2:02.6	73.40
1:20.7	111.52	1:27.7	102.62	1:34.7	95.03	1:41.7	88.49	1:48.7	82.79	1:55.7	77.78	2:02.7	73.34
1:20.8	111.38	1:27.8	102.50	1:34.8	94.93	1:41.8	88.40	1:48.8	82.72	1:55.8	77.72	2:02.8	73.28
1:20.9	111.24	1:27.9	102.38	1:34.9	94.83	1:41.9	88.32	1:48.9	82.64	1:55.9	77.65	2:02.9	73.23
1:21.0	111.11	1:28.0	102.27	1:35.0	94.73	1:42.0	88.23	1:49.0	82.56	1:56.0	77.58	2:03.0	73.17
1:21.1	110.97	1:28.1	102.15	1:35.1	94.63	1:42.1	88.14	1:49.1	82.49	1:56.1	77.51	2:03.1	73.11
1:21.2	110.83	1:28.2	102.04	1:35.2	94.53	1:42.2	88.06	1:49.2	82.41	1:56.2	77.45	2:03.2	73.05
1:21.3	110.70	1:28.3	101.92	1:35.3	94.43	1:42.3	87.97	1:49.3	82.34	1:56.3	77.38	2:03.3	72.99
1:21.4	110.56	1:28.4	101.80	1:35.4	94.33	1:42.4	87.89	1:49.4	82.26	1:56.4	77.31	2:03.4	72.93
1:21.5	110.42	1:28.5	101.69	1:35.5	94.24	1:42.5	87.80	1:49.5	82.19	1:56.5	77.25	2:03.5	72.87
1:21.6	110.29	1:28.6	101.58	1:35.6	94.14	1:42.6	87.71	1:49.6	82.11	1:56.6	77.18	2:03.6	72.81
1:21.7	110.15	1:28.7	101.46	1:35.7	94.04	1:42.7	87.63	1:49.7	82.04	1:56.7	77.12	2:03.7	72.75
1:21.8	110.02	1:28.8	101.35	1:35.8	93.94	1:42.8	87.54	1:49.8	81.96	1:56.8	77.05	2:03.8	72.69
1:21.9	109.89	1:28.9	101.23	1:35.9	93.84	1:42.9	87.46	1:49.9	81.89	1:56.9	76.98	2:03.9	72.63
1:22.0	109.75	1:29.0	101.12	1:36.0	93.75	1:43.0	87.37	1:50.0	81.81	1:57.0	76.92	2:04.0	72.58
1:22.1	109.62	1:29.1	101.01	1:36.1	93.65	1:43.1	87.29	1:50.1	81.74	1:57.1	76.85	2:04.1	72.52
1:22.2	109.48	1:29.2	100.89	1:36.2	93.55	1:43.2	87.20	1:50.2	81.66	1:57.2	76.79	2:04.2	72.46
1:22.3	109.35	1:29.3	100.78	1:36.3	93.45	1:43.3	87.12	1:50.3	81.59	1:57.3	76.72	2:04.3	72.40
1:22.4	109.22	1:29.4	100.67	1:36.4	93.36	1:43.4	87.04	1:50.4	81.52	1:57.4	76.66	2:04.4	72.34
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1:22.6	108.95	1:29.6	100.44	1:36.6	93.16	1:43.6	86.87	1:50.6	81.37	1:57.6	76.53	2:04.6	72.23
1:22.7	108.82	1:29.7	100.33	1:36.7	93.07	1:43.7	86.78	1:50.7	81.30	1:57.7	76.46	2:04.7	72.17
1:22.8	108.69	1:29.8	100.22	1:36.8	92.97	1:43.8	86.70	1:50.8	81.22	1:57.8	76.40	2:04.8	72.11
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1:23.1	108.30	1:30.1	99.88	1:37.1	92.68	1:44.1	86.45	1:51.1	81.00	1:58.1	76.20	2:05.1	71.94
1:23.2	108.17	1:30.2	99.77	1:37.2	92.59	1:44.2	86.37	1:51.2	80.93	1:58.2	76.14	2:05.2	71.88
1:23.3	108.04	1:30.3	99.66	1:37.3	92.49	1:44.3	86.28	1:51.3	80.86	1:58.3	76.07	2:05.3	71.82
1:23.4	107.91	1:30.4	99.55	1:37.4	92.40	1:44.4	86.20	1:51.4	80.78	1:58.4	76.01	2:05.4	71.77
1:23.5	107.78	1:30.5	99.44	1:37.5	92.30	1:44.5	86.12	1:51.5	80.71	1:58.5	75.94	2:05.5	71.71
1:23.6	107.65	1:30.6	99.33	1:37.6	92.21	1:44.6	86.04	1:51.6	80.64	1:58.6	75.88	2:05.6	71.65
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1:23.8	107.39	1:30.8	99.11	1:37.8	92.02	1:44.8	85.87	1:51.8	80.50	1:58.8	75.75	2:05.8	71.54
1:23.9	107.27	1:30.9	99.00	1:37.9	91.93	1:44.9	85.79	1:51.9	80.42	1:58.9	75.69	2:05.9	71.48
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1:24.8	106.13	1:31.8	98.03	1:38.8	91.09	1:45.8	85.06	1:52.8	79.78	1:59.8	75.12	2:06.8	70.97
1:24.9	106.00	1:31.9	97.93	1:38.9	91.00	1:45.9	84.98	1:52.9	79.71	1:59.9	75.06	2:06.9	70.92
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1:25.1	105.75	1:32.1	97.71	1:39.1	90.81	1:46.1	84.82	1:53.1	79.57	2:00.1	74.93	2:07.1	70.81
1:25.2	105.63	1:32.2	97.61	1:39.2	90.72	1:46.2	84.74	1:53.2	79.50	2:00.2	74.87	2:07.2	70.75
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1:26.8	103.68	1:33.8	95.94	1:40.8	89.28	1:47.8	83.48	1:54.8	78.39	2:01.8	73.89	2:08.8	69.87
1:26.9	103.56	1:33.9	95.84	1:40.9	89.19	1:47.9	83.41	1:54.9	78.32	2:01.9	73.83	2:08.9	69.82

FLAG SIGNALS



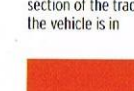
End of the race or practice session



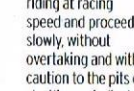
Possible loss of adhesion to track surface



A service or slow moving vehicle is on the circuit. The white flag is used to indicate what section of the track the vehicle is in



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



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



Shown with a number board indicating to the rider that he must stop within one lap of receiving the signal

# FACTORY SECONDS

Last season's factory ride didn't work out for the mellow Californian – but now he's tweaked the works Ducati to perfect harmony and Bostrom is heading for the rostrum

WORDS BY ANDY DOWNES. PHOTOGRAPHY BY GOLDANDGOOSE



On the right footing: thanks to new Dunlop tyres Bostrom's bike rides better than ever

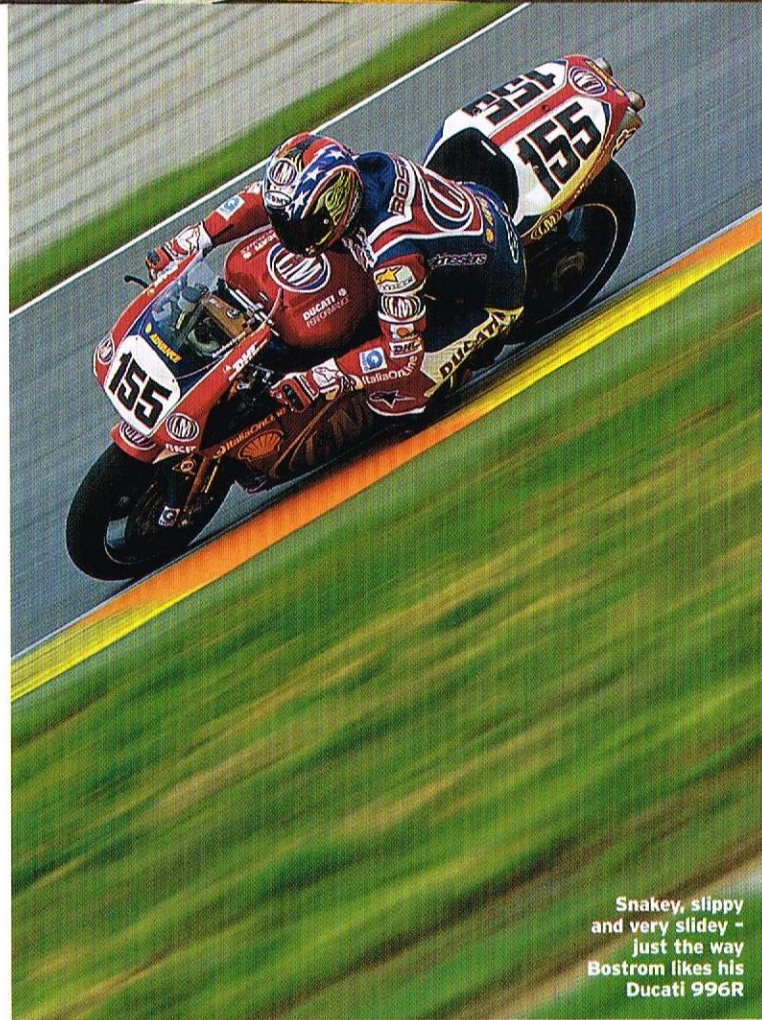
THE CALIFORNIAN DRAWL, THE STETSON AND THE chilled-out attitude all say surf dude. The riding style says something completely different, showing the fighting spirit that lies beneath. That's 26-year-old Ben Bostrom for you. Full of contrasts and contradictions, he is widely liked by the other riders, but also prone to being misunderstood. In this, his second year in world superbikes, you get the impression he's no longer here for the party – he wants to win races and merit his factory Ducati ride.

It hasn't been easy for Bostrom since he moved from the warm, friendly arena of the AMA Superbike championship in America. The money may be good back home, but the world championship is a totally different league. Bostrom's first inkling of that came at his public introduction in Milan, where he was stuck on stage in front of 400 of the world's media and alongside four-times WSB champion Carl Fogarty. As the evening wore on, you could see the first glimmers of worry on Bostrom's face turning to severe fear as he realised just how different his life was going to be. From that moment, the Californian's confidence started ebbing away.

Bostrom is the first to admit it didn't go exactly as planned. 'I came over to Europe with my eyes open,' he says of his 2000 season. 'I knew I had a new team, a new championship, new tyres and a new lifestyle to get used to. But when I still wasn't doing as well as I would have liked a few rounds into the season, I started to ask myself some serious questions.'

A well publicised split with his lingerie-model girlfriend at the start of the season did nothing to help him focus on the job in hand. And when Fogarty was injured at Phillip Island, Bostrom was caught up in one of the most unpleasant and panicky periods in Ducati's racing history. The King was out of the game for a while and, as if things couldn't get any worse for Bostrom, his replacement, Troy Bayliss, started delivering the goods almost immediately.

When he was bumped from the factory team and replaced by veteran Spaniard Juan Borja, Bostrom's sigh of relief was almost audible back in California. Riding for the satellite NCR Ducati team might have seemed like



Sneaky, slippery and very slidey – just the way Bostrom likes his Ducati 996R



TWO TEAMS FOR THE PRIZE OF ONE

BEN BOSTROM'S L&M DUCATI MAY look like it's run as a separate team, but in fact it's an extension of the one Troy Bayliss and Ruben Xaus ride for. The only difference between the bikes is the sponsor logos and the make of tyres: Bostrom has cigarette backing and Dunlop tyres, while Bayliss and Xaus are sponsored by Italian internet company Infostrada and run on Michelin tyres.

Splitting the team in two was part of a big Ducati reshuffle that took place over the winter as it reassessed its racing effort in the post-Carl Fogarty era. First to go was the World Supersport arm, farmed out to the Dienza Ducati team which now runs the show in Supersport. Ducati then realised it could draw in more advertising by splitting the team and bringing in American company L&M to back Bostrom while retaining its other sponsors for Bayliss and Xaus.

Otherwise, the bikes are identical and the only ones of their kind in the

world. No-one else has been allowed access to the latest generation of the Ducati 996R, with the new Testastretta engine. Literally translated, this means 'narrowhead', but in mechanical terms it's Ducati's way of bringing the 996 right up to date with changes to the valves to make the engine rev higher and harder. The engine is still in a very early stage of development and Ducati reckons it will be kicking out over 190bhp by the start of next year.

Apart from giving Bostrom a state of the art bike, the team has helped him to focus on the racing side of things this year. 'I worked with most of these guys last year,' he said, 'and they know me well enough to know what I need and want. Being on my own is no problem because I have access to all the technical information that Bayliss and Xaus have and can use what I need. The same guys that develop their bikes work on mine at the same factory.'

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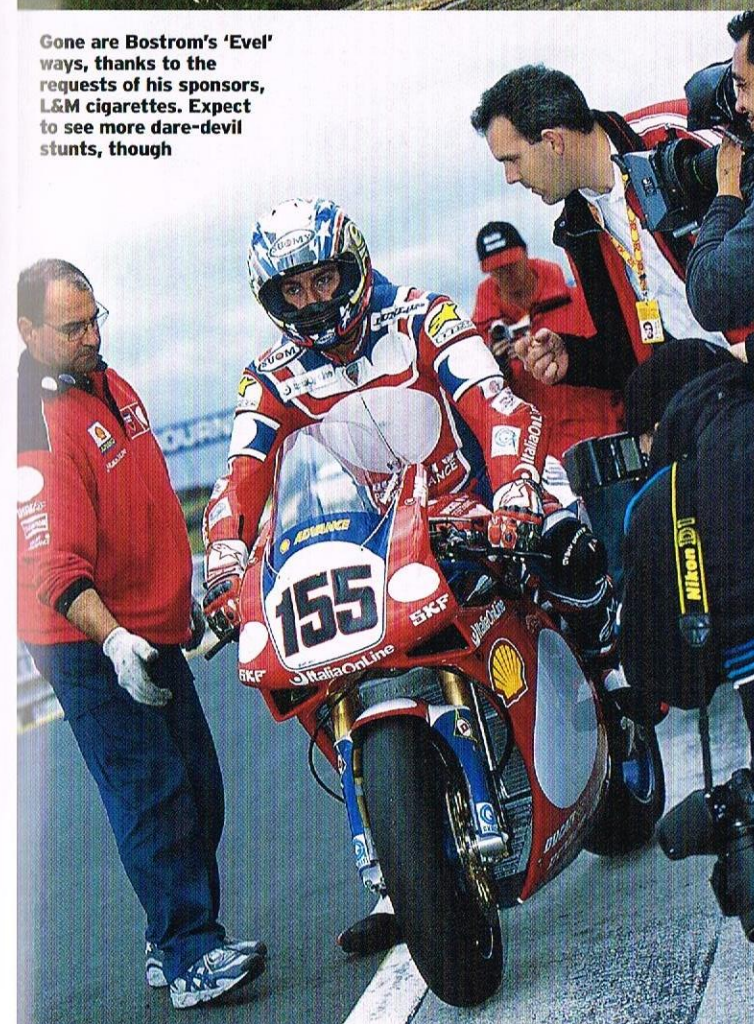
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BIG BEN STRIKES

'If I'm enjoying riding a bike, I can find the energy within me to carry on a race to the end, no matter how tired I get'



Gone are Bostrom's 'Evel' ways, thanks to the requests of his sponsors, L&M cigarettes. Expect to see more dare-devil stunts, though



a backward step, but it soon became clear that Bostrom was enjoying life again. The bike was almost the same as the one he'd been used to, he had lots of back-up from the factory team and he was left to his own devices a bit more. Once he was settled in, he started to smile again. And then to challenge for the lead.

It was in the unlikely location of Spain that Bostrom really found his form again, taking a couple of second places. At Laguna Seca in his home country of America, he was narrowly pipped for another brace of podiums, but still managed to take a fourth and a third. 'Until Valencia I had been miserable,' said Bostrom, 'but suddenly I found settings on the bike that allowed me to ride the way I like and I started having fun.'

The fun element is clearly very important to Bostrom—as anyone will testify who saw the leathers he started wearing. First there was a set paying homage to Evel Knievel and Johnny Cash, and then, at Brands Hatch, he debuted a cowboy costume, complete with jeans and chaps all cut from leather.

While some riders take their job very seriously, Bostrom is at the other extreme—and his relaxed attitude is reflected in the set-up of his Ducati 996, which he describes as loose. For those of us watching from the sidelines, it looks more like out of control. But Bostrom is quick to point out that he's very much in control: 'I like my bike to slide—it helps me to have fun and if I'm enjoying riding the bike, I can find the energy from within myself to carry on a race to the end, no matter how tired I am getting.'

For 2001, Bostrom was brought back under the wing of the official factory Ducati team, although his bike carries different sponsors and a different make of tyres: Dunlops (see box, page 55). With the new team came an end to the outlandish leathers—new sponsor L&M cigarettes wanted a uniform look.

The tyres are key to Bostrom's better fortunes this year. Not only is he riding one of the latest generations of the Ducati 996, but the Dunlop rubber suits his sliding style better, as they are more forgiving at the extremes of grip than Michelins. 'I love the Dunlops,' said Bostrom. 'I spent my years in the American superbike series riding on them and I really understand how they

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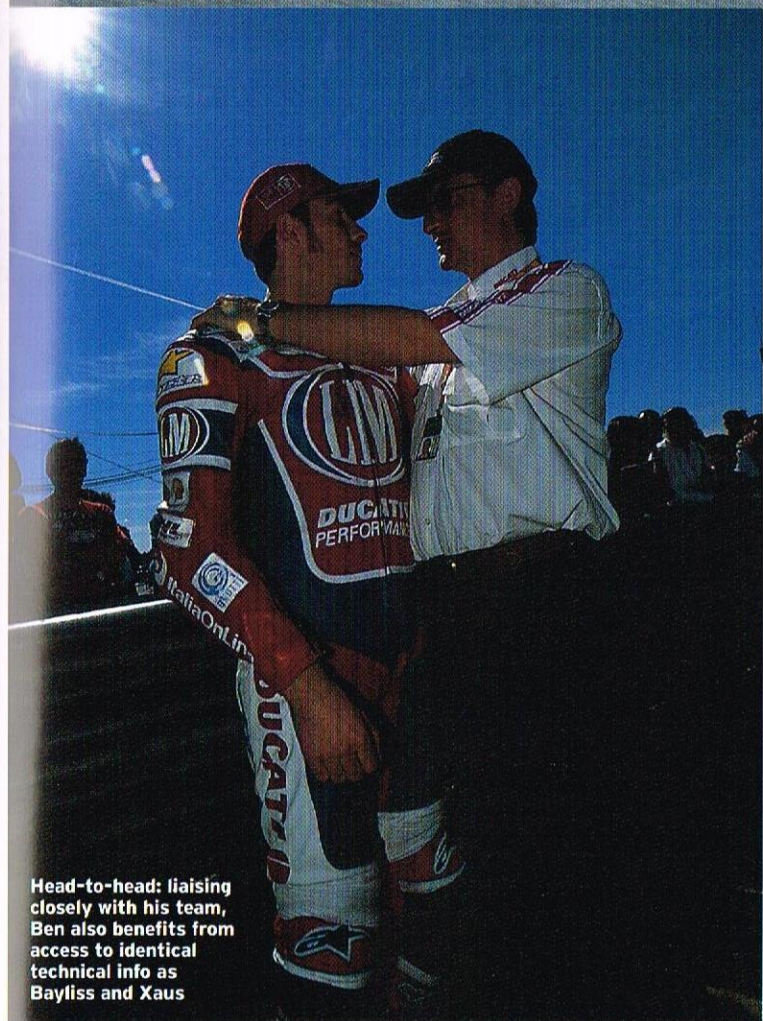
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BIG BEN STRIKES



'Sliding a bike is what makes it fun. I don't want this to seem like just a job, because then I'm not enjoying it that much'



Head-to-head: liaising closely with his team, Ben also benefits from access to identical technical info as Bayliss and Xaus

work. Sliding a bike is what makes it fun. I don't want this to seem like just a job, because then I'm not enjoying it that much.'

This quest for slide is a result of his racing background in America where, in his first year of racing in 1993, he won Rookie of the Year in the Dirt Track 750 National series. After several years of working his way up through the ranks of American racing, he took the AMA Superbike championship in 1999, riding for the Vance&Hines Ducati squad alongside Anthony Gobert. He also won a leg of the Laguna Seca round of the WSB series while riding as a wildcard – a ride that was good enough to get him the factory WSB ride in 2000.

Adapting to the European lifestyle wasn't easy for a man who'd never set foot outside America. 'Everything in Europe is different,' he said, 'from the food to the tracks to the people. It's taken me a little longer to adapt than I thought it would, but I'm there now. I haven't been home in five months and I still miss bits of America, but I've found other things to keep me active here.'

One of his keenest hobbies is rockclimbing. He takes his 40ft motorhome around Europe and, between races, just stops where he fancies and does a bit of climbing. 'I love it,' he said. 'The feeling of accomplishment of getting to the top of a climb makes me feel alive. Not as alive as racing bikes, but close.'

Bostrom is under no illusions that he lives a pretty charmed life – having two brothers, Eric and Tory, who also race at a top level helps remind him how special his family is. 'My brothers and I talk all the time,' he said, 'and they help me keep a check on reality. I have a feeling of being alive – and racing bikes is the best feeling in the world. There are perks to the job, too. I get to travel the world, get paid to ride a bike – and there are the girls as well, which is nice.'

Bostrom is looking forward to Donington this year after his first visit last year: 'Donington is great because the flowing curves really suit my riding style. I love it there and I'm going to be riding hard from the start of practice.' 'With one win under his belt already, Bostrom is eager for more. 'I'll win where I can,' he said, 'but just being consistent is going to be important this year because there are so many riders capable of winning races and the championship.'

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# YOUNG GUNS

**There's a crop of young chargers with very fast bikes - and friends in high places - who are challenging the established WSB stars. We point the finger...**

WORDS BY ANDY DOWNES. PHOTOGRAPHY BY GOLDANDGOOSE

WHILE THE WAGES AND ATTENTION ARE USUALLY focused on those winning world championships, the future of racing lies with the youngsters - some barely out of their teens - who are the next young guns of the World Superbike championship. This year has seen a big injection of young talent - and all of them are riding Ducatis, though in different teams.

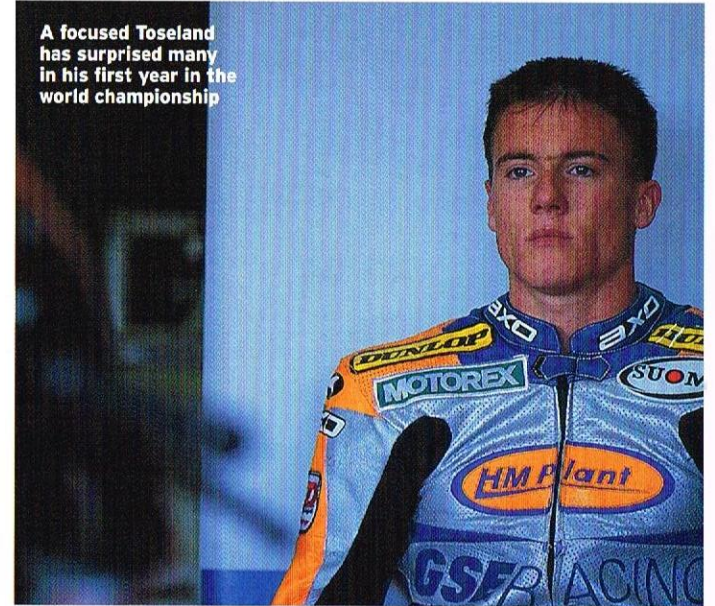
First up, and highest profile, is the flamboyant and funny Spaniard, 23-year-old Ruben Xaus, riding for the factory Infostrada squad alongside Troy Bayliss. Then there's a rider well known to British fans, James Toseland, who seems to have been around far longer than his 20 years and is partnering Neil Hodgson in the GSE Racing team. And lastly we have Aussie Broc Parkes, who rides for the satellite NCR Ducati team and is the youngest of the batch at 19.

All three are rated not only by team bosses, but also by big names in the sport. Xaus is the protégé of Mr Superbike, Carl Fogarty, who was instrumental in getting him moved up from world supersport to the factory Ducati superbike team. Toseland is rated by many after a meteoric rise from humble beginnings in the British Honda CB500 cup - not least by three-times British superbike champion and former factory 500GP star Niall Mackenzie. Parkes, meanwhile, is another protégé of a legend from the past. Mentor and advisor for his first year in the WSB series is fellow Australian Wayne Gardner - former 500GP world champion and one of the hardest men in the sport.

Their characters might vary wildly, but all three young riders are being groomed for greatness. In their hands lies the future of world superbike racing.



'So far this year, Toseland has been the complete opposite of Xaus, who is crashing too much'



A focused Toseland has surprised many in his first year in the world championship

**JAMES TOSELAND**

JAMES TOSELAND SEEMS TO HAVE BEEN around forever but this is actually his first year in world superbikes. The Sheffield lad first started racing in 1995, in the Ministock class aged 15, and quickly made an impact. His first taste of a national championship came in 1997 with the 'learner' Honda CB500 Cup, and even before clinching that title, he'd moved up to the British 600 championship where he dominated the last half of the year.

This success led to a ride with the Castrol Honda world supersport team - the reason he is so well known to British fans - but it was not a happy time for Toseland. Crashes, the death of teammate Michael Pacquet and being away from home all wrecked his confidence.

In 2000, he was called back to Britain to ride for the Vimto Honda superbike squad on his own. The bike was slow compared with rivals but his results were steadily improving. Unfortunately he broke his leg while testing in the middle of last year, ruling himself out of the rest of the season. He had already impressed observers, however.

When Niall Mackenzie opted to end his 20-year racing career after the 2000 season, Toseland was invited to replace him at the GSE Racing squad for his first assault on the WSB series. 'A lot of people forget James is as young as he is,' says Mackenzie, 'because his name has become so familiar over the past three or four years. As far as I have seen this year, James is doing it all right. He's

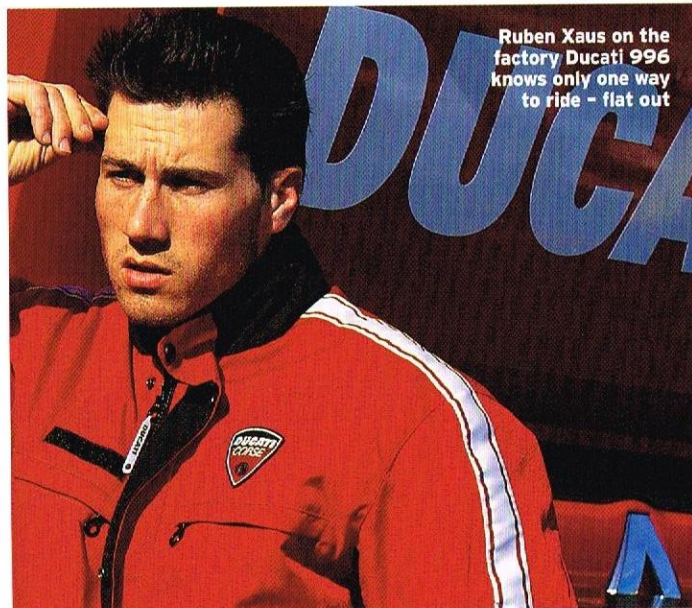
come back from a serious injury but is still very impressive on the bike. He looks like he's enjoying it but, most important, he's staying on the bike. So far this year he has been the complete opposite of Ruben Xaus, who is crashing too much.

'You can see James is enjoying riding the Ducati because even when it's out of shape and sliding all over the place, he's still going quickly and not scaring himself too much. He has already done enough this year for people to keep an eye on him to see how he develops. If he had spent the whole year crashing, that interest would soon disappear.

'For me, the most impressive ride of the year was in South Africa, where he was given a stop/go penalty for jumping the start, and after coming into the pits he went straight back out there and started to pull his way back up the grid. A lot of riders in that situation just cruise around where they are, but he was so tired at the end of the race, from the effort he had put in, he could hardly walk. That's not just good racing - it's tough to do that sort of thing mentally.

'The team will give James everything he needs to do the job and he's OK because all of the pressure to perform is on Neil Hodgson, so James can just sit back, relax a little bit and enjoy himself. I reckon he will be in the top 10 at every race in the last third of the year.

'James is amiable and promotable, and that's the sort of image you need in modern racing because sponsors like it.'



Ruben Xaus on the factory Ducati 996 knows only one way to ride - flat out

RUBEN XAUS

GOOD-LOOKING, FLUENT IN FIVE languages, articulate, entertaining - and not bad on a bike - Spanish newcomer Ruben Xaus is almost the perfect modern racer. But only almost. He may have the backing of Carl Fogarty, but so far, in his first year in the series, he has not managed to make his mark.

His talent is not in doubt, but the flashes of brilliance have been marred by some seriously spectacular crashes - primarily in qualifying. Amazingly he has so far escaped unhurt. His most serious injury was a broken arm before the start of the season when he crashed his motocross bike while training. As Foggy puts it, 'Ruben is just like me 10 years ago - win the race or crash trying. I just couldn't sit back in fourth or fifth. I had to get past and win the race - even if I couldn't. And if I crashed, then so be it. Obviously I matured a lot over the years and came to realise you don't have to win every race, no matter how painful it is to finish second or third to men you know you can normally beat.'

'Out of all the youngsters out there, Ruben is the most like me. When you look in his eyes, you can see the fire and the desire to win and I like that. When I used to see people out partying on a Sunday night despite having had a crap weekend, I just couldn't understand it. I could be in a bad mood for a month after a poor race weekend. And Ruben is just like that - it takes him weeks to get over it.'

'There are a lot of talented young

riders out there, but hardly any of them have what it takes to be a world champion. Ruben definitely has and I can see it. I spoke with Ducati people over the winter and eventually they gave Ruben a chance to prove it to them.

'The most important thing that I have been trying to tell Ruben over the past few months is just to slow his mind down and take a look around him. He is so determined to get it all done yesterday that he is forgetting some of the important things. Before the start of the season we spent quite a bit of time together motocrossing in the Canary Islands and we had a chance to chat about the coming year. He agreed that he would do everything he could to try and stay on the bike as much as possible and calm down a little bit.'

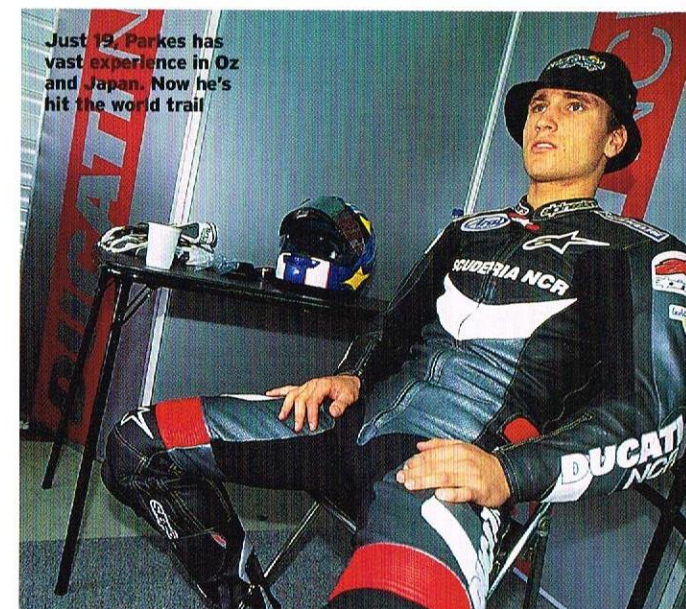
'The important thing for Ruben was to get the long-haul races like Australia, Japan and South Africa out of the way before he started trying to make an impression. When he gets to tracks like Donington, Misano and Brands Hatch, which he is more familiar with, then he can start pushing harder.'

'Throughout testing, Ruben has been fast. What he needs to do now is string those quick laps into consistent laps and make a few good races come together. Once he does that, he will be more confident and more likely to do well all the time. I will keep helping him as much as I can and will always be around to offer advice if he wants it.'



'The flashes of brilliance have so far been marred by some seriously spectacular crashes'

'I can see a lot of potential in Broc - he's one of the most talented young riders in the world'



Just 19, Parkes has vast experience in Oz and Japan. Now he's hit the world trail

**BROC PARKES**

ONE OF SIX AUSSIES IN THE WSB series, Broc Parkes has gone almost unnoticed against his more high-profile compatriots, Troy Corser and Troy Bayliss. But the 19-year-old, who only started racing three years ago in Australia, is surprisingly mature. Despite his youth, he already has a trophy collection to rival much senior riders and got his job in WSB on the back of a third place overall in the super-competitive All Japan Road Racing championship, where he rode a Moriwaki Honda VTR SP-1. Complementing this, he also clinched the 125 New South Wales title in his first year of racing in 1998, the 125 and 250 classes the following year and also the 500cc Dirt Track championship in Australia in 1999.

All of which explains why Wayne Gardner has taken Parkes under his wing. Still one of Australia's biggest biking heroes, Gardner hopes to fly to Europe later in the year to assist Parkes in testing his Ducati 996 and help him get on the pace more often. He went out on Parkes' bike for a few laps at Phillip Island in Australia and, despite only getting three laps under his belt, still managed to lap just 10 seconds off the lap record - that's a second a lap for every year since he's been near a race bike. Even after such a short time on the bike, Gardner managed to glean a massive amount of information for Parkes and the team to work with.

Parkes, too, impressed at his native Phillip Island where, despite torrential rain and a crash, he still managed to finish fifth in the sole race that was run this year. As Gardner explains, 'I have known Broc for a long time and have watched him develop over the years into an extremely talented racer. I know how difficult it can be for a young man to leave his home and travel abroad to race and I know how confusing that time can be. I am here to help Broc as much as possible. If he wants to call me up when he is away and ask for advice, I will listen and tell him what I think. He can use that advice or not - it's up to him.'

'Broc may be young but he is extremely mature and won't be falling into any of the traps other young sports stars do by misbehaving when they reach a world level. The year Broc spent racing in Japan was a great start for him in top-level racing because he was far enough away from home to be away but not far enough to be out of touch.'

'I can see a lot of potential in Broc and I consider him to be one of the most talented young riders in the world - that's why I'm helping him as much as I can. One of the main ways I can help is to use the contacts I have built up over my racing life to try and find him sponsors. Getting sponsorship can be tough for anyone but, for young riders, that challenge is even more demanding and can detract from the focus you need to race.'

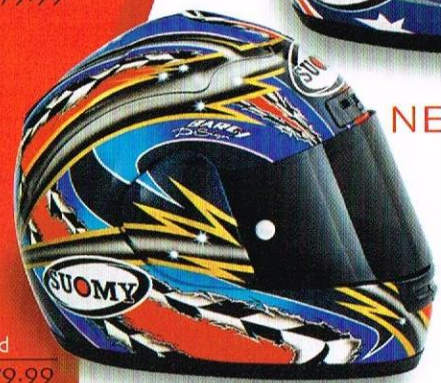


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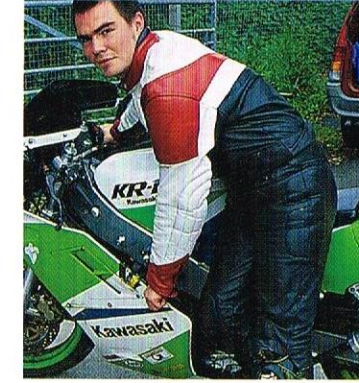
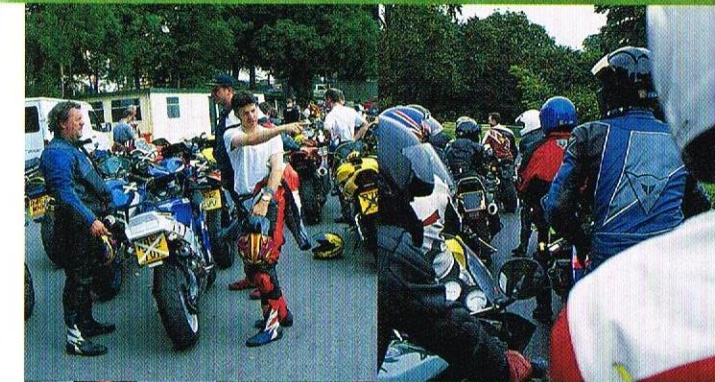
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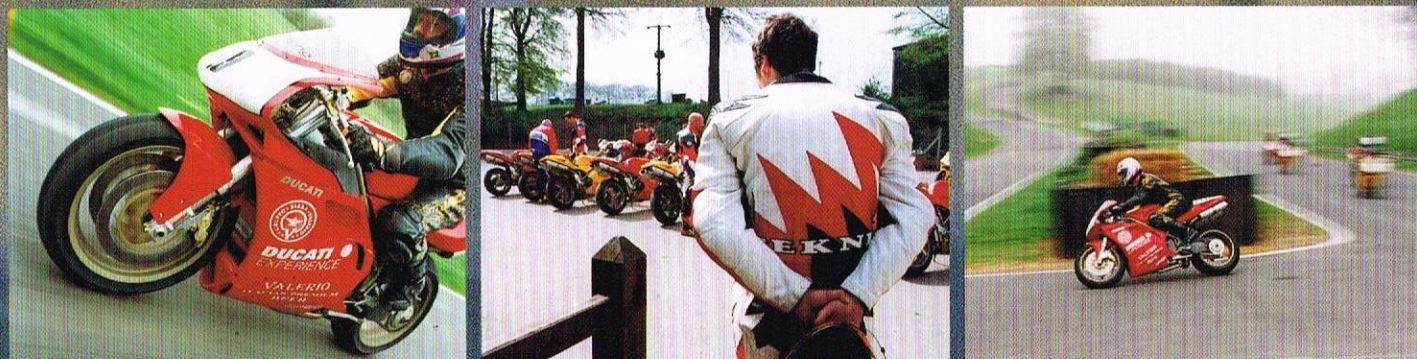
otherwise, you are, there's plenty to be gained from a track day. You don't have to be a budding Carl Fogarty; track days attract a wide variety of riders and machines, and it is easy to find one that matches your skills. By the end of the day, your level of riding skill will have improved massively and your confidence will be sky-high.

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## RETURN TO CONTENDER

**Jamie Whitham finally stopped crashing and won a thriller at Monza. To celebrate, his band the Po Boys played a top Milan club - a right good do!**

WORDS BY ANDY DOWNES. PHOTOGRAPHY BY GOLDANDGOOSE

NOTHING WAS GOING TO STOP JAMIE Whitham from winning the most recent World Supersport race at Monza. Having finished only one race in the past 10, he wasn't in the mood for messing about - and despite intense pressure throughout, he finished at the front.

So close was the racing that the top seven bikes were separated by less than a second as they crossed the finish line. And during the race, some of the 600cc machines were reaching speeds of 180mph - incredible for bikes subject to strict tuning regulations and running on road-legal tyres.

No-one deserved the win more than Whitham, who was not only beginning to doubt his ability to keep a bike upright, but was also starting to hate racing. From the moment he arrived at Monza, however, he was clearly loving every minute of it. The Belgarda Yamaha R6 was doing exactly what he wanted and he was starting to smile again.

Watching Whitham do badly is particularly painful because he is such an entertaining and likeable character. The fans love him - mostly because of his

endlessly buoyant sense of humour and his refusal to get caught up in the 'I'm a famous bike racer' routine.

The Huddersfield-based rider had been having a tough time until the very last corner on the final lap at Monza when he was able to dive underneath team-mate Paolo Casoli and outdrag him to the finish.

Whitham's last supersport win was at the first race of the 2000 season at Phillip Island. Since then, the highlights have been a brace of seconds and a third. Much of the rest of last year was spent crashing out of race results.

In 2001, it didn't look like it was getting any better. The front-end crashes happened again at Valencia and then, in Japan, the bike broke down. That was a bitter pill for Whitham to swallow because he had qualified on the front row and was challenging for a podium place.

After winning his first points of the season at the Monza round, Whitham said: 'I told people they had better watch out for me at Monza and I was right. Nothing was going to get in my way - I just had to do well there.'

'Racing has been a disaster for me over the past year - nothing seems to have gone right. I had stopped enjoying it and when that happens, I do even worse.'

Whitham isn't big-headed enough to issue the same sort of warning for this event at Donington - his rivals are already fully aware that he can perform around this track.

Back in 1999, Whitham was drafted in for one race for Belgarda Yamaha to ride the team's R6. With only an afternoon practice session under his belt, he went out and spanked the field, winning easily to the delight of the partisan crowd.

'I love Donington,' said Whitham, 'and I really am looking forward to getting out there and racing in front of the British fans. They always make the day special.'

But Whitham is not the only British rider involved in the World Supersport class. Scotsman Iain MacPherson also saw an upturn in his fortunes at Monza and took a hard-fought fifth place - his best of the season so far.

MacPherson took the supersport class by storm in his first year for Kawasaki on a ZX-6R, but while the rest

of the field has newer bikes, the Kawasaki has remained pretty much the same. 'It's always good to race at home after so many events abroad,' said MacPherson. 'I just hope I can get a decent result at Donington.'

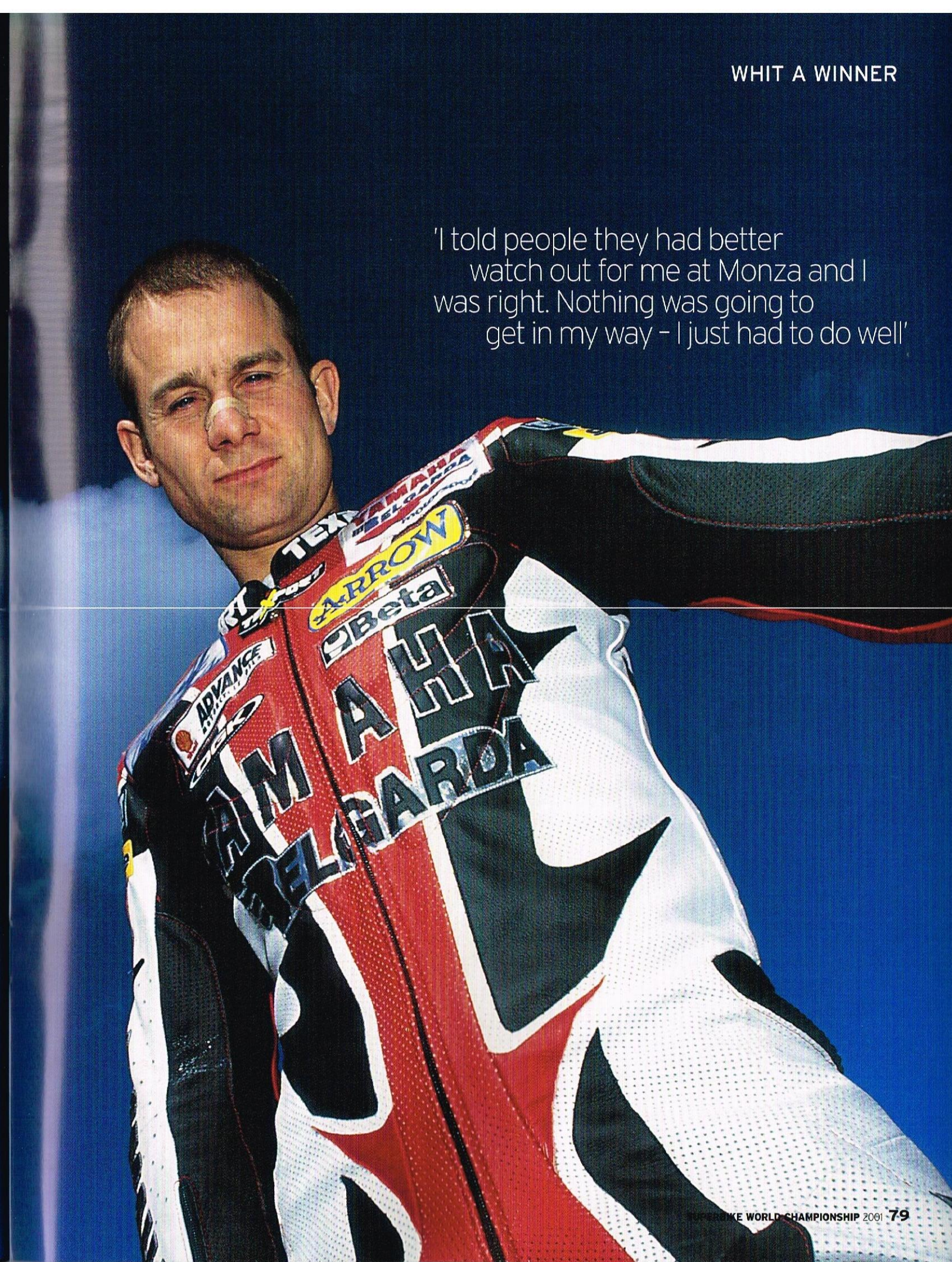
Neither Whitham nor MacPherson are going to have it easy. Whitham's team-mate Paolo Casoli is currently leading the championship, and there are loads of other riders all in with a chance of doing well. The one thing that is guaranteed is high excitement.

Aussie Dean Thomas and Italian Vittoriano Guareschi always put up a good fight and have factory-backed Ducati 748RS machines to play with.

The Suzuki duo of Karl Muggeridge and Katsuaki Fujiwara are also worth taking note of because they have got the new GSX-R600 up to speed very quickly this year and both riders are anxious to make an impression.

While the world superbike regulars often have good races, the supersport class rarely has anything else. Closely matched bikes and hungry riders make for an explosive combination.

'I told people they had better watch out for me at Monza and I was right. Nothing was going to get in my way - I just had to do well'







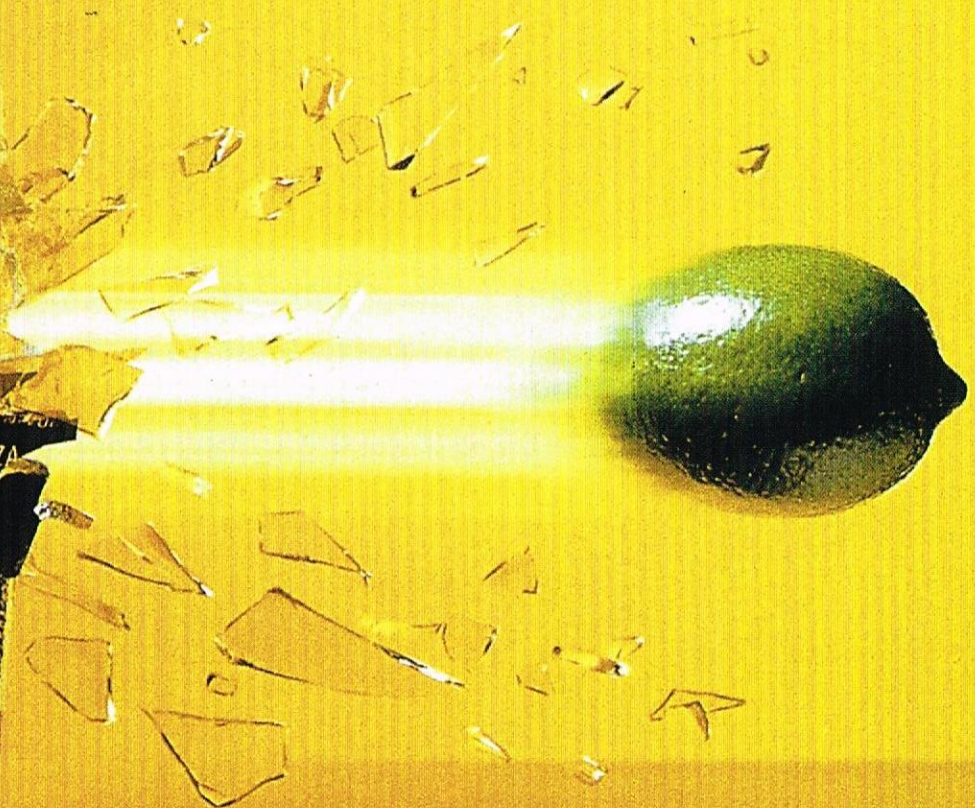
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PHOTOGRAPHY: GOLDANDGOOSE

Factory supersport bikes are putting out 125bhp and reaching speeds of 180mph. Whitham has one of the best examples

## CORONA EXTRA SUPERSPORT WORLD CHAMPIONSHIP

### REASONS TO BE THRILLED

IF METAL HAD FEELINGS, you would see a big rush towards the back of the queue when world supersport jobs were being handed out. No sane piece of metal would want to be made into one of these engines. Frantically revving pistons, whirling crankshafts and con-rods that have been known not only to cry, but to throw themselves out of the side of the engines all make for metal hell.

And it's not hard to see why when you find out that some of the top teams are managing to squeeze 125bhp from a four-cylinder 600 engine, with some of them reaching speeds of 180mph at the most recent Monza round.

The supersport class has grown in strength over the past couple of seasons, as the bike companies become fully aware of how on-

track success leads to more sales.

Supersport bikes must look exactly the same as the standard bikes, and only bodywork, exhaust systems and the rear shock can be changed for race items. Major changes can be made to items such as cams and cylinder heads, however, resulting in around 120bhp for a top race bike compared with around 100bhp for a stock one. But since all the bikes end up pretty equal, that leaves the question of winning or losing in the rider's hands – which makes for some pretty exciting racing.

Excitement is what the supersport class is all about and there is a good chance the patriotic British fans will have something to shout about. Not only is Belgarda Yamaha star Jamie Whitham on a mission to win at

Donington, but Scotsman Iain MacPherson wants a piece of the action too.

The pair have struggled so far. Whitham's sensational win at Monza lifted his spirits, but MacPherson is desperate to get his Kawasaki into a podium place at his home round.

Neither of these two are going to have it easy, however, as there are many talented riders in the class, all willing to do almost anything to win. Look out for Aussi Karl Muggeridge, riding for Alstare Suzuki on a GSX-R600, and Spaniard Pere Riba riding for Ten Kate Honda. Also, Frenchman Fabien Foret and, perhaps most important of all, Whitham's teammate Paolo Casoli, who not only leads the championship, but always rides hard.

### PIT TIPS



Jamie Whitham had a one-off ride for Belgarda in 1999 at Donington and won. He has huge circuit experience and loves both the track and the fans

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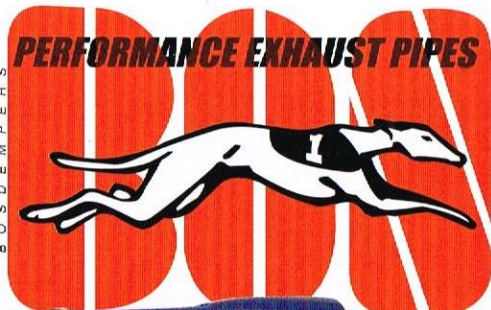
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Reigning champ James Ellison leads the pack at Monza - second was enough to see him emerge as joint leader

PHOTOGRAPHY: GOLDANDGOOSE

**AXO SUPERSTOCK EUROPEAN CHAMPIONSHIP**

**THE RIGHT STOCK**

THE NEW SUZUKI GSX-R1000 is the King of the superbikes after taking the crown from the long-dominant Yamaha R1. And there is nowhere better to see it in action than on the racetrack in the European Superstock championship.

With its combination of just a few cheap tuning modifications, identical tyres and young riders all keen to impress, the European Superstock championship almost guarantees close racing.

Introduced in 1999 to try and bring new talent into four-stroke racing, the superstock class has seen a mass of young riders - aged from 17 to 25 - heading in from across Europe to take part. Many of them have given up on the more expensive and less popular domestic championships, such as

125 and 250 two-stroke series, in favour of the superstock route.

Bike-racing fans who pay money to watch bikes thrash it out on the track seem to prefer watching the bikes they will be riding home do battle rather than a grid full of tiny two-strokes.

Only minor changes can be made to the bikes - full racing exhaust systems are allowed this year, as well as suspension changes to rear shocks and fork internals - and they run on identical Pirelli SuperCorsa road tyres, so the playing field is pretty level.

The bikes in action are some of the biggest-sellers in Britain, so expect to see a mass of R1s bashing fairings with Suzuki GSX-R1000s, Honda FireBlades and Aprilia RSV1000Rs.

New for this year is the sight of

Ducati 996s getting involved as well. This has come about because Ducati launched the 996S, which is virtually the same as the old £17,000 996SPS apart from one thing - the cost. It now costs £12,000 and is eligible to race in the class.

So far British youngster James Ellison has been the most impressive superstock rider. He and the Tech2000 team have worked flat out to create a GSX-R1000 that works well not only for Ellison but also for team-mate Marty Nutt. After a second and third respectively at Monza, they are desperate to add more points.

Watch out, too, for Geordie Chris Burns, Andi Notman and Mark Heckles - all Brits who will be gunning hard to earn Donington honours.

**PIT TIPS**



James Ellison's new team was set up only 10 days before the season start, but he's joint title leader. He should be out on his own after Donington

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FROM THE OFFICIAL SUPERBIKE 2001 SITE

Welcome to the only official SBK internet site, operated by motonline.com. This all-new site will be bringing you full coverage of the SBK, WSS and European Superstock Championships, with race reports, rider interviews and all the gossip from the trackside, plus the latest news and features between each of the 13 SBK races on the 2001 calendar. Our coverage starts with the official SBK test from Valencia in Spain, with news, times and all the important new developments updated as and when they happen.

**Flash news**  
**SS: Wally Out at the 11th Hour**  
Ralf Waldmann has pulled out of his scheduled one-off World Supersport ride at Valencia and will be replaced by Gobert - Alex Gobert that is - by Gordon...

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PHOTOGRAPHY: GOLDANDGOOSE

### OLYMPIA REISEN SIDECAR WORLD CUP

#### WEBBO'S WORLD

THE SIDECARS MAY BE run at the end of the day but for sheer 'Oh my God' spectacle there's not a lot that gets close.

With up to 200bhp on tap from some seriously reworked bike engines, including the Honda SuperBlackbird and Suzuki's heavy-metal GSX-R1100, these outfits have acceleration that would make your eyes bleed.

Even more impressive is the list of Brits who are not only regular competitors, but frequently head the top of the tables.

Chief among these is sidecar legend Steve Webster who is hoping he can get his 2001 campaign back on the level after a disappointing start.

Webster was forced to pull out of the recent Monza race because heat build-up on the ultra-fast track was causing the heavily modified GSX-R1100 motor to

get dangerously hot. He opted to simply pull out of the race rather than risk the expense of blowing the thing up.

If you get a chance, it's worth having a walk around the sidecar paddock near the paddock entrance to Donington just to appreciate the work that goes into preparing these 200bhp missiles.

The drivers, passengers and mechanics will be more than happy to chat about how much love and care has gone into making them so fast and well engineered.

You might even glimpse engines more familiar than the traditional 500cc two-strokes, which have now been outlawed. Many of the engines being used now are based on road units. At the start of the season, there were even some crews starting to experiment with the motor from Kawasaki's 200mph ZX-12R.

Whatever is at the heart of the sidecars they make for a wild ride for those onboard - as well as very quick acceleration, the braking forces that are put out would leave most people bouncing down the road or left behind as the throttle is cracked wide open.

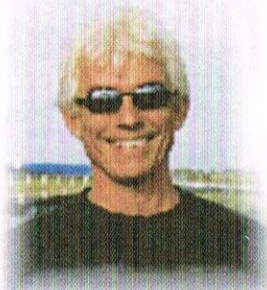
The massive disc brakes only work so effectively because of the size of the three slick-shod wheels that dig into the tarmac. They are about the same size as a single-seater racing car.

As a result, sidecar passengers have huge muscles - huge enough to allow them to hold on for 25 laps of Donington Park. They are also forced to take a few extreme measures on account of spending much of their time hanging out of the back or side of the outfit - look for knee-sliders on their bums, and even some on their crash helmets.

#### PIT TIPS



Steve Webster and Paul Woodhead are the defending champions and they'll be out for a win on their home turf



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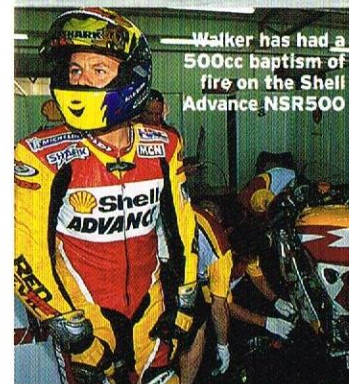


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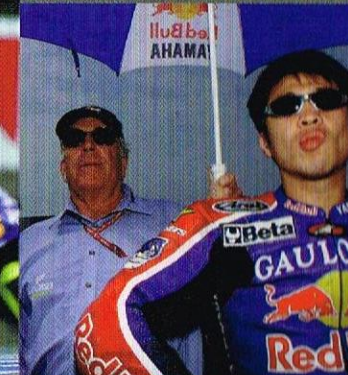
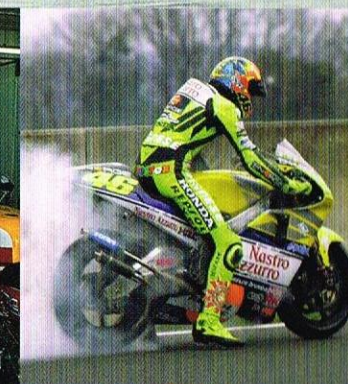


## GO FOR THE GP

With two British riders in the 500 class for the first time in years, the Donington Grand Prix will be special. They need your cheers



Walker has had a 500cc baptism of fire on the Shell Advance NSR500



THE SIGHT AND SOUND OF A FULL GRID of GP bikes screaming into Redgate corner at the end of the Donington Park start-finish straight is awesome and never ever forgotten. In short, if you haven't had the experience, then your motorcycle-racing education is not fully complete.

The GP circus, with its enormous race transporters, arrives at the circuit in July, and with two Brits in the 500cc Premier Class competing on home soil, expectations are high.

Three-times British superbike runner-up Chris Walker on the fiery factory Honda NSR500 will be joined by the amazing teenager Leon Haslem on a Honda V-twin 500.

Series leader and Donington winner last year Valentino Rossi has been dominant so far this season, but Suzuki rider Kenny Roberts will be looking to defend his title and former WSB star and Donington favourite Nori Haga will

be spectacular on a 500.

The 250cc class is currently a Dajera Katoh benefit, but the rest will be fighting, while the fairing-bashing and evenly matched 125s are likely to provide the closest racing of the day.

With great racing on the track and fine facilities and activities off it, a day at the races shouldn't be missed.

### TICKET INFORMATION

Race dates: July 6-8, 2001  
Ticket deals: Race-day: £30 (Advance: £28); Saturday only: £15; Advance two-day ticket: £33; Friday: free; Advance three-day ticket: £35; Grandstand seating: £10; Accompanied children 15 years and under: Friday/Saturday: free; Sunday: £2  
Ticket Hotline: 0870 4000 699  
Circuit details: Donington Park is in Derbyshire and can be reached from the motorway (M1) at junction 23a. Follow the signs thereafter.

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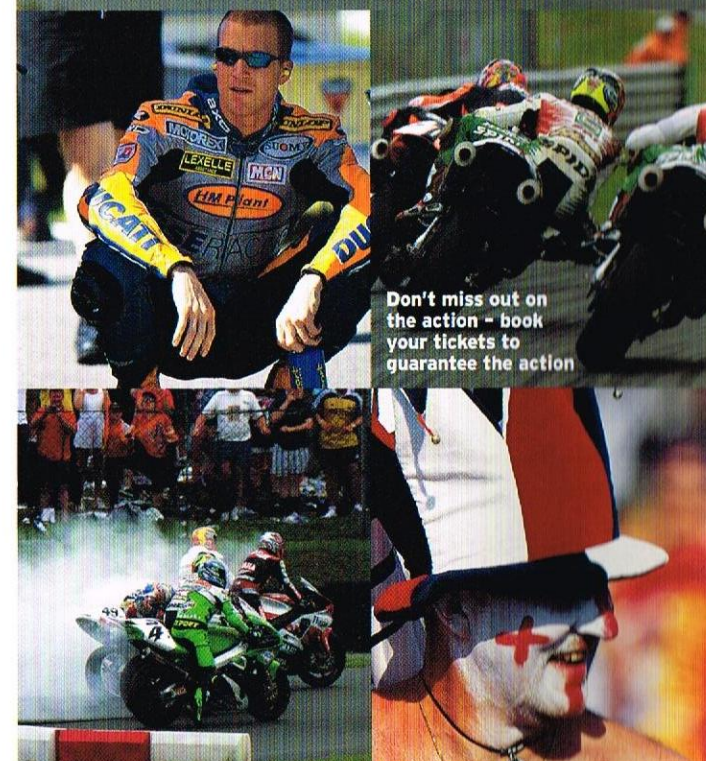
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The Brands round falls at a critical time in the race calendar. It is at this stage that the championship starts to take shape: potential champions stake their claims to the crown, late challenges are mounted and a title lead can be lost to the chasing pack.

But Brands is more than a sizzling bowl of hot race action – there's loads

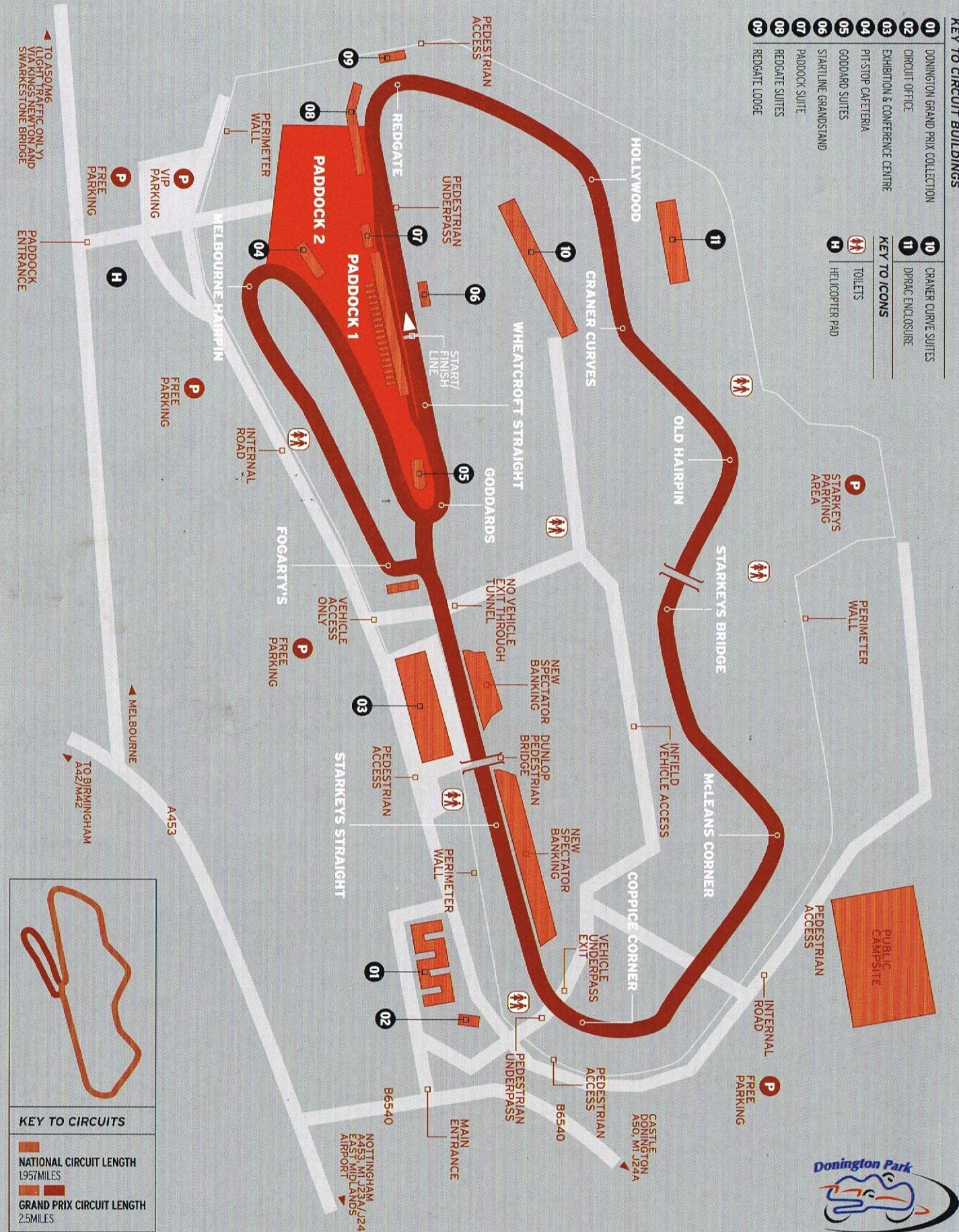
of other activities going on, so you can really make a weekend of it. Last year, fans were entertained by live bands, fireworks and an incredible air display.

Sunday is the main race day, but qualifying provides plenty of action on Friday and Saturday, too – not least the Superpole showdown. So get yourself along to the best bike event in the UK.

**TICKET INFORMATION**

**Race dates:** July 27-29, 2001  
**Ticket deals:** Race-day: £35 (Advance: £28); Saturday only: £15; Advance two-day ticket: £33; Friday only: £8; Advance three-day ticket: £35; Grandstand seating: £15; Kids: £2  
 Brands ticket deals available. Eg: £50 double race day  
**Ticket Hotline:** 0870 6060611  
**Circuit details:** Brands Hatch is in Fawkham, Longfield in Kent. It's situated at junction 3, M25 and is closely linked to the A20 and M20.

DONINGTON PARK CIRCUIT MAP



- KEY TO CIRCUIT BUILDINGS**
- 01 DONINGTON GRAND PRIX COLLECTION
  - 02 CIRCUIT OFFICE
  - 03 EXHIBITION & CONFERENCE CENTRE
  - 04 PIT-STOP CAFETERIA
  - 05 GODDARD SUITES
  - 06 STARTLINE GRANDSTAND
  - 07 PADDOCK SUITE
  - 08 REDGATE SUITES
  - 09 REDGATE LODGE
  - 10 GRANIER CURIE SUITES
  - 11 DRAC ENCLOSURE
- KEY TO ICONS**
- Ⓜ TOILETS
  - Ⓜ HELICOPTER PAD

**KEY TO CIRCUITS**

■ NATIONAL CIRCUIT LENGTH  
19.57 MILES

■ GRAND PRIX CIRCUIT LENGTH  
2.5 MILES

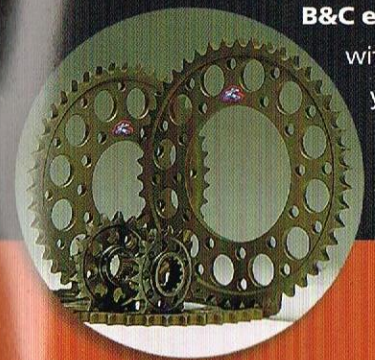


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