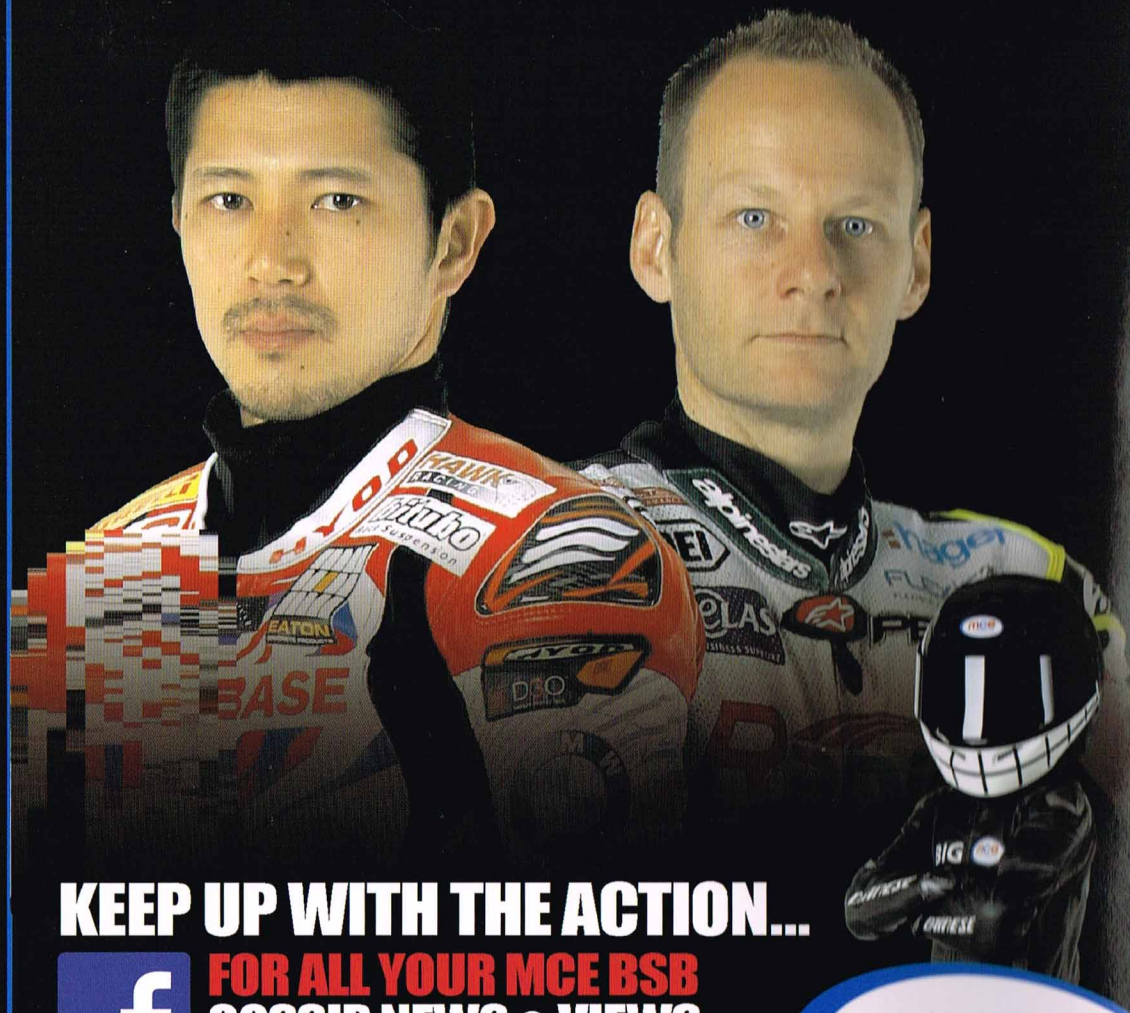


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2014

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Front cover: Shane Byrne (main picture) arrives here with a comfortable lead in the MCE BSB standings, thanks to six wins in 10 races. Inset from top: his rival for a fourth title, Ryuichi Kiyonari has won twice, Josh Brookes and Josh Waters one each, the later claiming his first win at Brands Hatch two weeks ago, adding Suzuki to Kawasaki, BMW and Yamaha in winner's row

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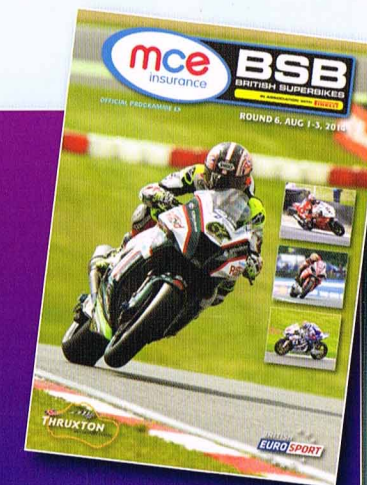
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A very warm welcome to Thruxton for the half-way point of the MCE Insurance British Superbike Championship, in association with Pirelli. MCE BSB is invariably one of our most popular events of the year... and, with the calibre of racing that we have seen in the championship to date in 2014, another thrilling weekend of breathtaking elbow-to-the-ground action is guaranteed.

It seems only fitting that the fastest riders in the country should mark the mid-way stage of their battle at the fastest circuit in the country ~ and Thruxton's flat-out and fearsome nature will certainly reward the brave.

The pace-setter so far this season has been triple Champion Shane Byrne, who has hardly been beaten, building up a handsome advantage in the title chase. A double winner here last year, 'Shakey' will clearly be the benchmark this weekend, but there are many keen to depose him from the top step of the podium.

Josh Brookes has displayed flashes of form and triumphed at Oulton Park, while Ryuichi Kiyonari, also chasing a record-breaking fourth title, celebrated his first win since 2011 ~ and BMW's first MCE BSB victory ~ at Knockhill. Two weeks ago, Brands Hatch produced a first-time MCE BSB winner in Josh Waters, although it was also the scene of a major accident for James Ellison, from which everyone in the sport wishes him a complete and rapid recovery.

Of course, the on-track thrills n' spills are not limited to the headlining MCE BSB, with a host of superb support series ~ from the Motorpoint British Supersport Championship to Pirelli National Superstock 1000, Pirelli National Superstock 600, the Motul British Motostar Championship, the TriStar R&G Triple Challenge and the Eastern Airways British Sidecar Championship, there is something for everyone.

Whether you watch from the Complex or the Chicane, the big screens will enable you to keep track of all the action around the back of the lap, ensuring you don't miss a single second. Be sure to visit to our Supercar display and Skid Pan, as well as trade area behind the start/finish straight and grandstands, where you can pick up some MCE BSB memorabilia. And don't miss the Pit Walk on Sunday morning, where you can fill your autograph book and perhaps even grab a treasured 'selfie' with your special racing hero.

Last, but far from least, I must pay a heartfelt thanks to all the officials, circuit staff, marshals and sponsors who ensure the meetings pass without a hitch and make sure the venue is a welcoming and accommodating place to visit.

Whether you are a Thruxton rookie or a seasoned aficionado, we hope you enjoy a tremendous weekend's entertainment ~ if you like what you see, don't forget to come back again for the eagerly-anticipated return of the Cooper Tires British F3 Championship in a fortnight's time (August 16/17). There's lots to look forward to!

Bill Coombs
 Chief Executive
 Thruxton Circuit



Welcome to round six of the MCE Insurance British Superbike Championship, the fastest, hardest domestic series in the world! This weekend we arrive at the iconic Thruxton. Formerly a WW2 airbase, the circuit started its life in the 50s and has become a favourite of British fans. It offers fast long corners with lots of room for passing, so expect a real fight for podium positions as always!

Last time out at Brands Hatch we saw the rejuvenated Ryuichi Kiyonari on the top step in race one after yet another epic battle with Shane 'Shakey' Byrne. Byrne, who was crowned the King of Brands over the weekend, could not suppress the Japanese rider in his new-found form.

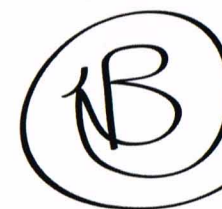
In race two, after two restarts, the rain descended, meaning a 15-lap wet race would decide the outcome. Josh Waters on the Tyco Suzuki showed his worth and ran an exceptional race, finishing nearly six seconds ahead of the pack.

Richard Cooper and Keith Farmer finished second and third, which gave us a whole new class of delighted podium finishers. These boys will definitely be buzzing with confidence after their respective top three finishes... plus we've got a grid full of riders all vying for points as we edge ever closer to the Showdown. As always with the MCE BSB, anything could happen!

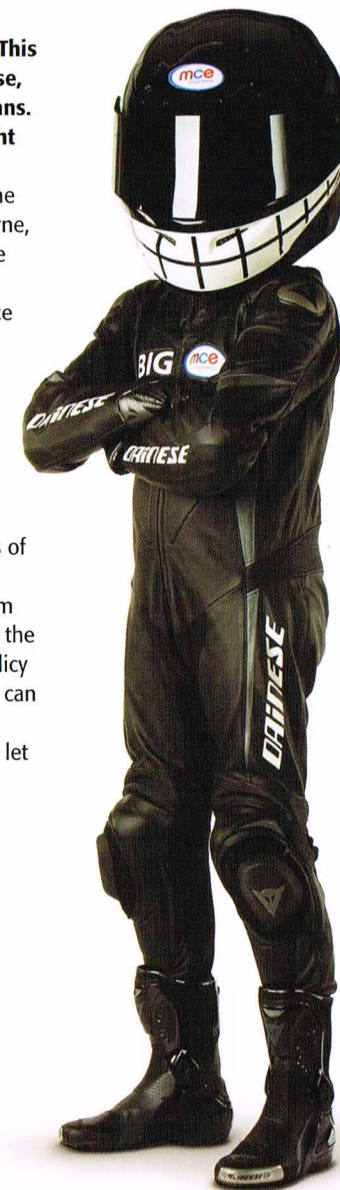
In among all the racing, members of Club MCE will be taking part in all sorts of activities on and off track including pillion laps with MCE BSB riders, safety cars laps, grid walks, exclusive pit access, priority pit walks, official pit crew with Team WD-40 Kawasaki, behind the scenes with Eurosport, hang out with Jakub Smrz, the inside track and much more! To be part of Club MCE all you need is an MCE policy and to apply through the app on Big Ed's Facebook page. Once that's done you can apply for these amazing experiences!

Without further ado let's kick things off... the revs are up, the tyres are hot, let battle commence!

Kind regards,



Big Ed
 MCE Insurance



Main chance

Shane Byrne has a healthy advantage, in all respects, going into the second half of the 'Main Season' of the MCE Insurance British Superbike Championship here at Thruxton, but he cannot take anything for granted as the challenges around him are growing

Ryuichi Kiyonari is coming on strong, looking revitalised and back to his old confident self, following his decision to switch to the Buildbase BMW team. He has claimed a win apiece in the last two race weekends, to re-ignite thoughts of the 'War for Four' as he and Byrne chase what would be an unprecedented fourth British crown.

In this sixth round, both remain focussed on the charge for points towards securing a place in the all-important top six who qualify for the 'Showdown' sequence of races that decides the outcome of the country's premier crown. The cut-off point for that is after Donington Park next month, and that will be concentrating the minds of everyone.

Rapid Solicitors Kawasaki rider Byrne is looking good to qualify, having won half a dozen races so far, adding to that three second places to amass a lead of 92 points in the

standings over Josh Brookes, who returns from the rigours of last weekend's Suzuka Eight Hours Endurance race to kick-start his British campaign after a couple of difficult rounds.

As great as Byrne's lead is, however, the figure that is uppermost in his calculations is 39, the number of 'podium credits' he has gained from his results at the sharp end of



the pack; these that come into play once he, and five rivals, have gained a place among the 'Title-Fighters' for the end of season charge to the crown. Byrne's current tally already



After six wins, Shane 'Shakey' Byrne is the 2014 pace-setter on the Rapid Solicitors Kawasaki. At Brands Hatch (above) he again received the pole position award from Royal London Watches



puts him 25 points ahead of his rivals.

It is all about consistency and Byrne, who missed out on taking that fourth title last season in a dramatic final round at his home circuit of Brands Hatch, is fully focussed on the job in hand, with the fulsome support of the Paul Bird Motorsport team in his efforts. He has

rewarded them with a string of top results... in fact his only non-podium finish came last time out in an incident-packed affair at the Kent circuit.

The race was stopped twice, once by the spectacular crash of James Ellison, who took a battering after his Lloyds British GBmoto Kawasaki ran off track, onto the grass, and then cart-wheeled, actually bashing into Byrne and narrowly missing several other riders. Byrne momentarily had his fingers trapped against a lever, but held on. Then thunder, lightning and rain halted the re-start, which prompted a third attempt to settle the race, by now declared wet; it produced a first win for



Ryuichi Kiyonari (above) has won twice on the Buildbase BMW; James Ellison (below) came close for Lloyds British GBmoto Kawasaki; Josh Brookes has won for Milwaukee Yamaha

Josh Waters, riding for Tyco Suzuki.

Byrne opted for caution and solid points in fifth as he explained: "We had difficult conditions to contend with in the

wet, so the plan was to stay out of trouble as my main title rivals were all behind me. Another podium would have been great and, while second and fifth could have been better, I was able to pick up the 'King of Brands' Trophy also, so the weekend ended on a good note."

Byrne will be all out here to set the record straight but, sadly, Ellison will not be able to renew rivalry, as he sustained a break to the ball at



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introduction

the top of his right femur, requiring surgery the day after the incident. A team statement said: "Currently, we have no confirmation on how long he will be out of action for and we'll not be pushing for him to return until he is fully fit and ready to do so."

Ellison's absence is a big loss for this weekend's Thruxton crowd, as the Cumbrian has been involved in some terrific front-running duels, and everyone wishes him a speedy recovery. You can certainly expect Brookes to come out fighting here, however. Riding for Milwaukee Yamaha, he is having an uncharacteristically difficult time. His season began on a downer, literally, with several crashes in the opener on the Brands Hatch Indy circuit, but the Aussie bounced back strongly in the second race of the meeting to run second to Byrne and show the form that has



taken him to the edge of title success in earlier seasons.

Next time out at Oulton Park, he ran Byrne close in the opener, and then turned the tables on him to win the second race. He finished second in the first race at Snetterton, then had more problems in the second, followed by two fourth places at Knockhill, before an unhappy outing at Brands Hatch two weeks ago.

SEASON SO FAR SEASON SO FAR SEASON SO FAR SEASON SO FAR SEASON SO FAR

April 21, Brand Hatch Indy ~ Round 1, Race 1

Pole position Josh Brookes (Milwaukee Yamaha)

- 1 Shane Byrne (Rapid Solicitors Kawasaki)
2 Chris Walker (Lloyds British GBmoto Kawasaki)
3 James Ellison (Lloyds British GBmoto Kawasaki)
4 Ben Wilson (Gearlink Kawasaki)
5 John Hopkins (Tyco Suzuki)
6 Stuart Easton (Rapid Solicitors Kawasaki)

Fastest lap Ellison, 46.063s, 94.40mph/151.93kmh

~ Race 2

- 1 Byrne 2 Brookes 3 Ellison
4 Riquichi Kiyonari (Buildbase BMW Motorrad)
5 Walker 6 Easton

Fastest lap Ellison, 46.007s, 94.52mph/152.11kmh

- Points** 1 Byrne 50 2 Ellison 32 3 Walker 31
4 Easton & Brookes 20 6 Wilson 19 etc

May 5, Oulton Park Int ~ Round 2, Race 1

Pole position Byrne

- 1 Byrne 2 Brookes 3 Ellison
4 Tommy Bridewell (Milwaukee Yamaha)
5 Easton 6 Dan Linfoot (Quattro Plant Kawasaki)

Fastest lap Brookes, 1m 35.411s, 105.57mph/163.46kmh (record)

~ Race 2

- 1 Brookes 2 Byrne 3 Ellison 4 Easton 5 Bridewell
6 James Westmoreland (Buildbase BMW Motorrad)

Fastest lap Brookes, 1m 35.466s, 105.51mph/163.27kmh

- Points** 1 Byrne 95 2 Brookes 65 3 Ellison 64 4 Easton 44
5 Wilson 40 6 Walker 39 etc

June 15, Snetterton 300 ~ Round 3, Race 1

Pole position Byrne

- 1 Byrne 2 Brookes 3 Ellison
4 Bridewell 5 Kiyonari 6 Walker

Fastest lap Byrne, 1m 48.119s, 98.85mph/159.09kmh

~ Race 2

- 1 Byrne 2 Ellison 3 Bridewell 4 Kiyonari
5 Julien Da Costa (Honda Racing) 6 Linfoot

Fastest lap Brookes, 1m 47.882s, 95.07mph/159.44kmh (record)

- Points** 1 Byrne 145 2 Ellison 100 3 Brookes 85
4 Bridewell 69 5 Linfoot 51 6 Walker 49 etc

June 29, Knockhill ~ Round 4, Race 1

Pole position Kiyonari

- 1 Kiyonari 2 Byrne 3 Easton 4 Brookes 5 Walker 6 Bridewell

Fastest lap Byrne, 48.435s, 94.16mph/151.55kmh (establishes record)

~ Race 2

- 1 Byrne 2 Kiyonari 3 Walker 4 Brookes 5 Easton 6 Linfoot

Fastest lap Kiyonari, 48.253s, 94.52mph/152.12kmh (record)

- Points** 1 Byrne 190 2 Ellison 111 3 Brookes 108
4 Bridewell 88 5 Kiyonari 82 6 Walker 76 etc

July 20, Brands Hatch GP ~ Round 5, Race 1

Pole position Byrne

- 1 Kiyonari 2 Byrne 3 Ellison 4 Walker 5 Linfoot 6 Brookes

Fastest lap Byrne, 1m 26.751s, 100.97mph/162.50kmh

~ Race 2

- 1 Josh Waters (Tyco Suzuki)
2 Richard Cooper (Anvil Hire TAG Racing Kawasaki)
3 Keith Farmer (PR Racing Kawasaki) 4 Bridewell 5 Byrne
6 Jon Kirkham (Halsall Biker Gear Kawasaki)

Fastest lap Farmer, 1m 37.336s, 89.99mph/144.83kmh

- Points** 1 Byrne 221 2 Brookes 129 3 Ellison 124
4 Kiyonari 107 5 Bridewell 101 6 Walker 96 etc

Podium points 1 Byrne 39 2 Brookes 14 3 Kiyonari 13
4 Ellison 9 5 Waters 5 6 Walker 4 etc



After two crashes in qualifying, then sixth and eighth places in the two races, Brookes was left bemused by his form: "I am not sure why it was difficult. The thing that troubles me the most is that I went faster on Friday than I have done the rest of the weekend. In second practice I did a lot of good times, consistently. The rest of the weekend I was not able to get close to those times and I even crashed in qualifying trying. We had an off weekend, of course you would like to be perfect at every event, but for some reason I didn't have a good feeling for the bike after the crash."

The problems for Ellison and Brookes have enabled Kiyonari to catch up. The Japanese rider had surprised

From top: Josh Waters won at Brands Hatch for Tyco Suzuki, ahead of the Kawasakis of Richard Cooper (Anvil Hire TAG) and Keith Farmer (PR Racing), making for an all-new podium; Waters (12) and Cooper (47) in action; Chris Walker (Lloyds British GBmoto Kawasaki) leads Brookes; Farmer (303) beats the weather



everyone during the close season with his decision to switch to BMW, the first time in his career that he had ridden anything other than a Honda. And he promised his British fans that his return would be to set the record straight after his tough final year in the series with the Honda team.

Kiyonari has settled in well with Stuart Hicken's team and, although he started the campaign steadily, he hit the top spot at Knockhill, a circuit that had been good to him in his previous glory years. That was the case again this time round, as he ended a three-year spell without a victory by hunting down ~ and beating ~ Byrne. And he came close to an action replay next time out. That form continued onto the Brands



Hatch Grand Prix circuit, where Kiyonari again headed off Byrne to make it two wins in three races... but this time there was no repeat, as the weather intervened and he pulled off.

He still has some way to go to seal a place in the

'Showdown', however, and that is also the case for Yeovil's Tommy Bridewell aboard the second Milwaukee Yamaha; he has been consistently in the points, though with only one podium credit so far, for third place at Snetterton.

Chris Walker, four times the runner-up in the chase for the



crown, continues to have the speed, plus the all-important experience, to challenge at the sharp end of the pack. He cannot be ruled out of the equation for what would be a long overdue victory aboard his Lloyds British GBmoto Kawasaki, having gone close a couple of times so far, including a fine second place at the Brands Hatch opener. That keeps him just

From right: Rapid Solicitors' Stuart Easton (5) has one podium finish; best for Ben Wilson (Gearlink Kawasaki, 15) is fourth, and for John Hopkins (Tyco Suzuki, 21) fifth; Dan Linfoot (Quattro Plant Kawasaki) has scored in every round; Harry Hartley (50) and Michael Rutter (11), youth and experience in MCE BSB

ahead of Dan Linfoot in the points table, though the Quattro Plant Kawasaki rider has the distinction of being the only rider apart from Byrne to have scored in every race so far.

Illustrating that nothing is totally predictable, Aussie rider Waters, like Brookes returning to Thruxton after riding in the Suzuki Eight Hours, enjoyed his first-ever victory in the series in the wet of Brands Hatch a couple of weeks ago. Waters took charge off the race and won with ease, much to his



delight: "I'm absolutely over the moon to have got my first BSB win and to have done it with Tyco Suzuki is just amazing. The team have shown great faith in me and, although it was unexpected, I felt great on the bike in that race. I did think to myself, 'they are going to catch me' but I rode a pretty solid race and the GSX-R1000 was faultless."

Can Waters repeat that here? And what about former Superstock Champions Richard Cooper and Keith Farmer, who finished second and third behind Waters at Brands Hatch, each claiming his best MCE BSB result, aboard Anvil Hire TAG Racing and PR Racing Kawasakis respectively. They showed the depth of talent that exists in the current championship field... and there are others yet to make their mark this term.



Among them is former MotoGP rider John Hopkins, who lost out by the narrowest of margins to Tommy Hill in the title scrap three years ago, but who is yet to re-kindle that form aboard his Tyco Suzuki. Peter Hickman, the fastest newcomer at the Isle of Man TT, is settling well into the RAF Reserves Honda team and should be pushing on here, as should Jon Kirkham on the Halsall Bike Gear Kawasaki.

There are intriguing battles to be fought and won throughout the pack at the fastest circuit that the championship visits... but it

would be a brave man to bet against Byrne having a big say in their outcome.

Dave Fern



The class of 2014

The build-up to the 2014 season witnessed the biggest shake-up of teams and rider combinations in years, yet the strength in depth is as impressive as ever ~ triple champions Shane Byrne and Ryuichi Kiyonari, with a total of more than 100 race wins between them, are both eager to claim that elusive record-breaking fourth title and 'Shakey' has already made an excellent start.

But they are not the whole story. Seven more former race-winners were in the line-up at the start of the season, including California's John Hopkins, who lost out to Tommy Hill by just 6/1000ths of a second in the final race of 2011, the closest MCE BSB title race in history, and Aussie Josh Brookes, twice the runner-up in the last four years.

Former winners Stuart Easton, James Ellison and a resurgent Chris Walker have already visited the podium this

year, while double Aussie Champion Josh Waters claimed his first MCE BSB win at Brands Hatch two weeks ago, with former Superstock Champions Richard Cooper and Keith Farmer joining him in their first podium finishes.

In an encouraging contrast that bodes well for the future of MCE BSB, Michael Rutter, the most experienced racer in the Championship's history, with 426 races to his credit, is in action again, while 17-year-old Harry Hartley became the youngest rider ever to score Championship points in the season-opener at Brands Hatch.

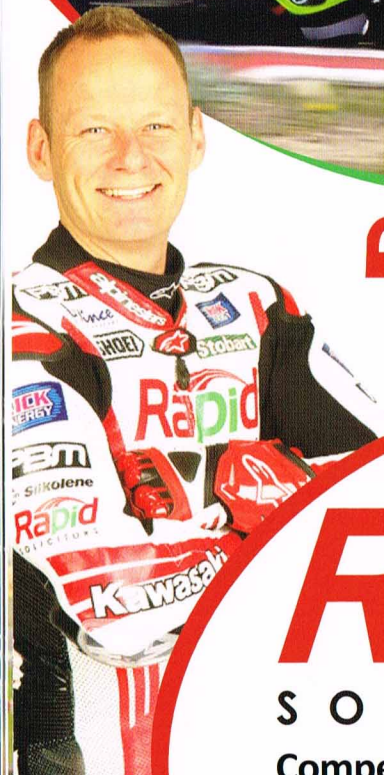


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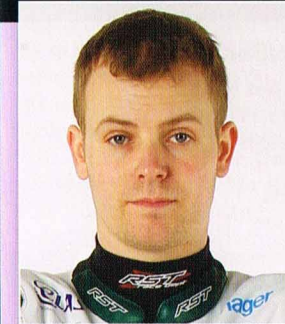
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Stuart Easton (SCO)

Age 31 Lives Hawick, Scotland
BSB races 117 since Mar '04,
best season '09 (3rd)

Wins 3

Pole starts 1

Fastest laps 4

@Stuartheaston3
/Stuartheaston3

5



Shane Byrne (ENG)

Age 37 Lives Lambeth, London
BSB races 255 since May '99
BSB Champion 2003, 2008 & 2012

Wins 57

Pole starts 18

Fastest laps 44

@67Shakey
/67shakey

67



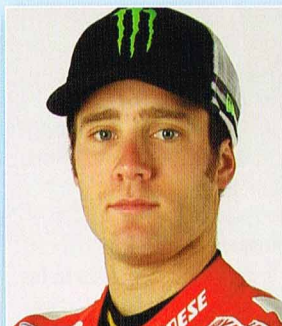
www.pbmuk.net

Milwaukee Yamaha**YAMAHA YZR-R1****Josh Brookes (AUS)**

Age 31 Lives Moneymore (NIR)
BSB races 130 since May '09,
 best seasons '10 & '12 (2nd)

Wins 17**Pole starts** 9**Fastest laps** 23

Twitter @JoshBrookes
 Facebook /joshbrookes25

3**Tommy Bridewell (ENG)**

Age 25 Lives Devizes, Wilts
BSB races 132 since Apr '07,
 best season '12 (6th)

Best res 2nd**Fastest laps** 2

Twitter @tommybridewell
 Facebook /Tommy-Bridewell

46

www.milwaukeeyamaha.com

Ex-racer Shaun Muir's Guisborough-based SMR outfit returns for a second season as Milwaukee Yamaha, chasing a second BSB title ~ Tommy Hill beat John Hopkins by 6/1000ths of a second in an epic finale in 2011. He led the standings into the following year's Showdown, but bad luck at Assen and Silverstone left him third at year-end. Tommy Bridewell lined up for the team in the final three rounds of 2013, scoring a string of podium finishes, and is now joined by Aussie Josh Brookes who has finished in the top three for two of the past four years

Mark Smith-Halvorsen's GBmoto Racing was first active in endurance racing, winning the British Championship in 2004, '07 & '08. After a season in National Superstock, the West Sussex squad graduated to MCE BSB in 2012, but with limited success after Tristan Palmer qualified on the front row for the opening race. Peter Hickman claimed the team's best result last season ~ sixth at Oulton Park ~ while the switch to Kawasaki, and new riders in James Ellison and Chris Walker (30 BSB wins between them), had already resulted in a string of podium finishes, before Ellison's accident at Brands Hatch interrupted his season.

Lloyds British GBmoto Kawasaki**KAWASAKI ZX-10R****Chris Walker (ENG)**

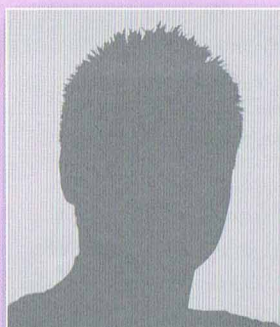
Age 42 Lives Newark, Notts
BSB races 269 since March '96,
 best seasons '97, '98, '99, '00 (2nd)

Wins 21**Pole starts** 11**Fastest laps** 11

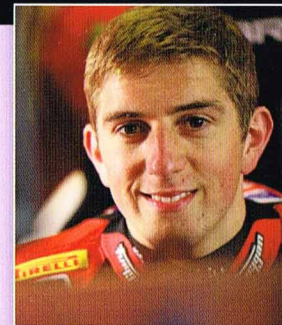
Twitter @CWStalker9
 Facebook /walkerthestalker

9

tba



www.gbmoto.com

Buildbase BMW**BMW S1000RR****Lee Jackson (ENG)**

Age 18 Lives Lincoln
BSB races 2 since Jul '14
Best res 16th

Twitter @LeeJack14
 Facebook /LeeJacko14

14**Ryuichi Kiyonari (JPN)**

Age 31 Lives Louth, Lincs
BSB races 183 since Mar '04
BSB Champion 2006, '07 & '10

Wins 44**Pole starts** 11**Fastest laps** 32

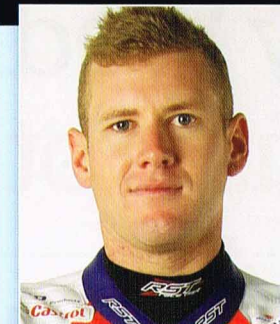
Twitter @RyuichiKiyonari
 Facebook /Ryuichi-Kiyonari-Official

23

www.buildbasebmw.co.uk

Former racer and mechanic Stuart Hicken's Hawk Racing, started in Leicestershire in 1998, won the BSB Cup title in its debut season, its first BSB podium in 2003, claimed a maiden race win in 2004, then the National Superstock 1000 title in 2011. After a strong start to BSB 2012, with the first top 10 finish since switching to BMW, the team has continued to fight at the front. James Westmoreland, who finished fifth last year, returns, joined by triple champion Ryuichi Kiyonari, who gave the team its first BMW win at Knockhill, although 'Westy' is currently injured, replaced by teenager Lee Jackson

Based in Moneymore, Northern Ireland and managed by Philip Neill, TAS Racing had success on the roads ~ wins and lap records at the Isle of Man TT, North West 200 and the Ulster GP ~ before switching first to British Supersport, then BSB in 2008. After a good record of podium finishes, the team progressed, Josh Brookes finished runner-up in 2012, then third last year, scoring the team's first triple win at the season finale. For 2014, the all-new line up is former MotoGP ace John Hopkins (returning to MCE BSB after injury) and double Aussie Champion Josh Waters.

Tyco Suzuki**SUZUKI GSX-R1000****Josh Waters (AUS)**

Age 27 Lives Derby
BSB races 36 since Apr '13,
 best season '13 (13th)

Wins 1

Twitter @joshwaters21
 Facebook /JoshuaWatersFanPage

12

www.tyco-suzuki.co.uk

**John Hopkins (USA)**

Age 31 Lives Portsmouth, Hants
BSB races 33 since Apr '11,
 best season '11 (2nd)

Wins 5**Pole starts** 1

Twitter @JHopper21
 Facebook /johnhopkins21

21

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Quattro Plant Kawasaki

KAWASAKI ZX-10R



Dan Linfoot (ENG)

Age 26 **Lives** Wetherby, N Yorks
BSB races 87 since Sep '09,
 best season '13 (12th)
Best res 3 x 5th

Twitter @danlinfoot
 Facebook /Dan-Linfoot

4



Howie Mainwaring Smart (ENG)

Age 27 **Lives** Frodsham, Ches
BSB races 78 since May '03,
 best season '13 (16th)
Best res 7th

Twitter @Howie_43
 Facebook /howie.mainwaringsmart

43



www.quattroplantkawasaki.co.uk

Peter Exance's Bournemouth Kawasaki team made its MCE-BSB debut late in 2010, before a full BSB-EVO campaign in 2011. Having merged with Pr1mo Kawasaki in 2012, Chris Walker gave the team its maiden victory at Oulton Park, with more top 10 finishes to follow. Having narrowly missed out on the top six for the past two years, the team signed Dan Linfoot and Howie Mainwaring for 2014, the former still in with a realistic shot of a Showdown place, one of only two riders (Byrne is the other) to have scored in every round.

Anvil Hire TAG Racing Kawasaki

KAWASAKI ZX-10R

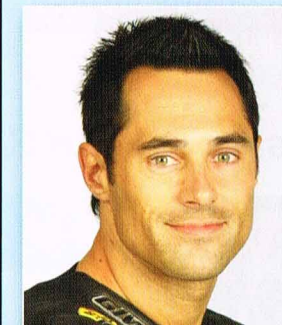


Richard Cooper (ENG)

Age 31 **Lives** Nottingham
BSB races 13 since Jul '09,
 best season '09 (33rd)
Best res 2nd

Twitter @coop47
 Facebook /richard.cooper.353250

47



Gary Mason (ENG)

Age 35 **Lives** Lichfield, Staffs
BSB races 229 since Apr '02,
 best seasons '03 & '05 (8th)
BSB Cup Champion 2009
Best res 2 x 3rd

Twitter @GaryMason101
 Facebook /Gary-Mason

101



www.tagracing.co.uk



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Bathams BMW

BMW S1000RR



Michael Rutter (ENG)

Age 42 **Lives** Bridgnorth, Shrops
BSB races 426 since April '95,
best seasons '02 & '04 (2nd)
Wins 28
Pole starts 17
Fastest laps 24
@michaelrutter_
/MICHAEL-RUTTER

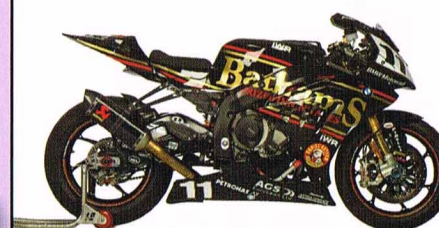
11



Patric Muff (SUI)

Age 30 **Lives** Bannwil, Bern
BSB races 59 since April '11,
best season '11 (4th, BSB-EVO)
Best res 8th
@pmuff24
/patric.muff

24



www.quaygarageracing.com

Millsport Ducati

DUCATI 1199 PANIGALE



Jakub Smrz (CZE)

Age 31 **Lives** Ceske Budejovice
BSB races 43 since Sep '12,
best season '13 (15th)
Best res 6th
@KubaSmrz96
/kuba.ninety-six

96

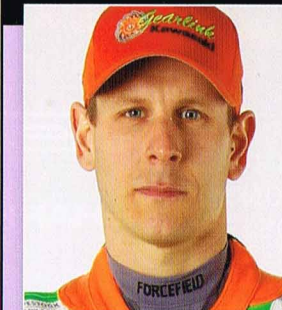
Based in Ballymoney, Northern Ireland, Patrick Murray's team progresses to MCE BSB from Superstock 1000 with Czech Jakub Smrz, who has a long-standing history with Ducati (five WSBK podiums). With a best result of sixth place at Assen last year, his first full MCE BSB campaign, he has already looked competitive on the 1199 Panigale.



www.millsportducati.com

Gearlink Kawasaki

KAWASAKI ZX-10R



Ben Wilson (ENG)

Age 32 **Lives** Boston, Lincs
BSB races 60 since Mar '05,
best season '06 (12th)
Best res 4th
@willyw15on
/ben.wilson.520

15

Michael and Norma de Bidaph's tight-knit Salisbury-based team marks its 10th season in the British Championship paddock with a move up to MCE BSB, while still also represented in British Supersport (runners-up last year, 28 podiums including 10 race wins). Ben Wilson's fourth place in the first race was a dream start to the season.



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Team WD-40 Kawasaki

KAWASAKI ZX-10R



Barry Burrell (ENG)

Age 27 Lives Bishop Auckland,
Co Durham

BSB races 75 since Apr '11,
best season '12 (14th)

Best res 8th

@ Ba77a

/Barry-Burrell

7

Brent Gladwin's Sheffield-based outfit debuts in MCE BSB this year with Superstock and Motostar titles already on its impressive cv. Barry Burrell returns to the grid with a history of top 10 finishes and is already showing good form; he nearly made it into Q3 at Knockhill, then scored his best result of eighth.



www.grmotorsport.co.uk

RidersMotorcycles BMW

BMW S1000RR



Martin Jessopp (ENG)

Age 28 Lives Yeovil, Somerset

BSB races 110 since May '08,
best season '11 (11th)

Best res 4th

Fastest laps 1

@ MartinJessopp

40

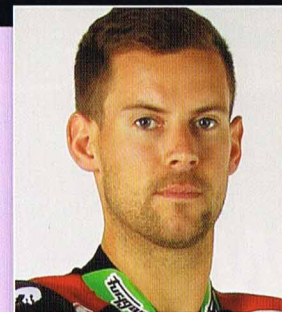
Phil Jessopp's family-run team returned to MCE BSB last year after an unsuccessful World Supersport sortie in 2012, but endured an injury-hit campaign. The Somerset team is hoping to complete unfinished business with the ex-Tommy Bridewell BMW, one of the brands sold through the Riders Motorcycles dealerships in the South West.



www.ridersmotorcycles.com

Halsall Biker Gear Kawasaki

KAWASAKI ZX-10R



Jon Kirkham (ENG)

Age 29 Lives Ockbrook, Derbys

BSB races 194 since April '02,
best season '11 & '13 (7th)

Wins 2

Fastest laps 2

@ jonkirkham10

/Jon-Kirkham

10

Martin Halsall's Bolton-based team scored a podium in its debut MCE BSB season last year with Lee Costello (victory snatched away on the run to the line by just 0.196secs). After starting 2014 with Costello and Harry Hartley, the team recently signed experienced MCE BSB race winner Jon Kirkham, who was straight in the points at Brands Hatch.



www.halsallracingteam.co.uk

FFX Yamaha

YAMAHA YZR-R1



Ian Hutchinson (ENG)

Age 34 Lives Bingley, West Yorks

BSB races 14 since Sep '07,
best season '07 (23rd)

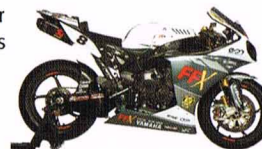
Best res 2 x 11th

@ tweethutchy

/iomracer

8

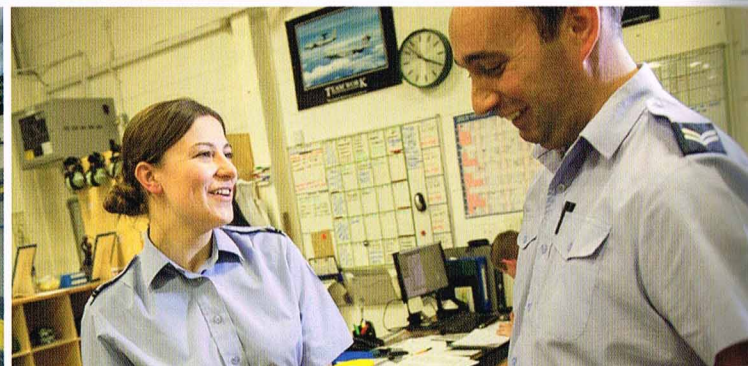
The all-new Guisborough-based FFX Yamaha team joins MCE BSB (and Superstock 600) with strong foundations, sharing technical knowledge with SMR (Shaun Muir Racing), and with Tony Morris as manager. After a difficult start to his campaign, record-breaking TT winner Ian Hutchinson has started to show a lot more confidence in recent races.



@ FFXYamaha

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LIVE A CHALLENGING LIFE

MCE BSB team guide

PR Racing Kawasaki

KAWASAKI ZX-10R



Keith Farmer (NIR)

Age 27 Lives Clogher, Co Tyrone
BSB races 25 since Jul '12,
best season '13 (14th)

Best res 3rd
Fastest laps 1

@keithfarmer303
/KeithFarmer
Racing303

303

Launched by team principal John Jameson as PR Tyres Racing in Liverpool in 1995, this squad is a fixture on the UK racing scene. After British 600cc and 1000cc campaigns, the team won the BSB Cup in 2006. Double Superstock champion Keith Farmer returned this season, after an abortive 2013 debut in MCE BSB, and was soon on the pace.



www.pr-racing.co.uk

RAF Reserves Honda

HONDA CBR1000RR FIREBLADE

Based at RAF Marham in Norfolk, managed by Lee Hardy, and with the support of Honda, this is the latest team to progress from Superstock 1000 to MCE BSB. The experienced Peter Hickman scored points in both races at Knockhill, despite limited time aboard the Fireblade.



www.raf.mod.co.uk



Peter Hickman (ENG)

Age 27 Lives Louth, Lincs
BSB races 178 since Mar '06,
best season '11 (11th)

Best res 2nd

@peterhickman60

60

Tsingtao WK Kawasaki

KAWASAKI ZX-10R



Harry Hartley (ENG)

Age 17 Lives Burnley, Lancs
BSB races 4 since Apr '14
Best res 13th

@harryhartley8
/harry.hartleysnl

50

Dave Tyson's Hampshire-based team debuted in MCE BSB last year with Howie Mainwaring, narrowly missing out on a top 10 finish at the Brands Hatch final. With Harry Hartley now the youngest-ever MCE BSB points scorer, the team, which enjoys the technical support of MSS Performance Centre, is aiming for some strong results.



www.hampshire-motorcycles.co.uk

One of the best privateers in the business, former schoolboy motocross champion Aaron Zanotti returns for an eighth successive season, hoping to continue scoring points on the ex-Yukio Kagayama Suzuki. The Neil Bamford-run, Loughborough team performs wonders on a very tight budget and is set on some top 10 finishes.



GGH/STEL Suzuki

SUZUKI GSX-R1000



Aaron Zanotti (ENG)

Age 33 Lives Loughborough, Leics
BSB races 170 since April '07,
best season '11 (6th BSB-EVO)

Best res 11th

@AaronZanotti64
/aaronzanottiracing

64

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Two Wheel Racing Honda

HONDA CBRR1000RR FIREBLADE

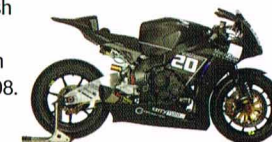


Jenny Tinmouth (ENG)

Age 35 (on Sunday)
Lives Ellesmere Port, Ches
BSB races 57 since Apr '11,
best season '13 (30th)
Best res 15th
@Jenny Tinmouth
/jennytinmouth

20

The compact Ellesmere Port-based Two Wheel Racing is owned and managed by the first female racer to score a point in MCE BSB, Jenny Tinmouth. Her other accolades include fastest woman around the Isle of Man TT course and first female on the podium at a British Championship meeting, in British Supersport in 2008.



www.twowheelracing.co.uk

Sao Paulo's Lo Turco is the first Brazilian to race in MCE BSB, riding a Kawasaki for his own London-based team. On top of a wealth of club racing experience, the 2009 Triumph Triple Challenge winner last year competed in the FIM eRoad Racing World Cup, with a best result of third at Le Mans, riding for Chinese manufacturer Zongshen.



www.sbkcity.co.uk

SBK City Racing Kawasaki

KAWASAKI ZX-10R



Rhalf Lo Turco (BRA)

Age 39 **Lives** London
BSB races 8 since Apr '14
Best res 18th
@Ralph46
/RhalfLoTurco

45

Morello Services Kawasaki

KAWASAKI ZX-10R



John Ingram (ENG)

Age 39 **Lives** Wigan, Lancs
BSB races 9 since Sep '07
Best res 12th
@TheRam56
/john.ingram

56

Steve Buckenham's Norwich-based outfit joined the MCE BSB grid for the first time this year, initially with Peter Baker aboard the Kawasaki. Since Snetterton, however, the machine has been campaigned by reigning EMRA Superbike Champion John Ingram, who last appeared in the Championship in 2007 on the SMT Yamaha.



www.morelloservices.co.uk

The Alstare Junior team, a new satellite of World Superbike and Supersport title-winners Alstare, joins MCE BSB for three rounds. Christophe Ponsson, who has been riding in the Spanish Superbike Championship on the new BMW-powered Bimota BB3, has raced in European Superstock 600 and 1000 in the past couple of seasons.



www.bimota.com

Alstare Junior Team

BIMOTA BB3



Christophe Ponsson (FRA)

Age 18 **Lives** Luxembourg
BSB races debut
@ChrisPonsson23
/Christophe.Ponsson.CP23.Official

123



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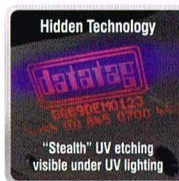
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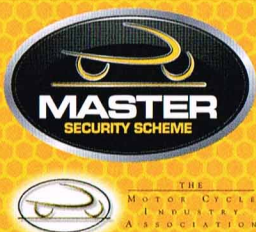
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timetable

Friday, August 1

0900 ~ 0920	British Motostar free practice, first session
0930 ~ 1000	British Supersport free practice, first session
1010 ~ 1055	MCE BSB free practice, first session
1105 ~ 1130	National Superstock 600 free practice, first session
1140 ~ 1205	National Superstock 1000 free practice
1215 ~ 1230	British Sidecar free practice
1315 ~ 1335	British Motostar free practice, second session
1345 ~ 1415	British Supersport free practice, second session
1425 ~ 1450	National Superstock 600 qualifying, first session
1500 ~ 1525	National Superstock 1000 qualifying, first session
1535 ~ 1620	MCE BSB free practice, second session
1630 ~ 1650	Triumph Triple free practice

Saturday, August 2

0900 ~ 0915	British Sidecar qualifying	
0925 ~ 0945	Triumph Triple qualifying	
0955 ~ 1020	British Motostar qualifying, first session	
1030 ~ 1115	MCE BSB free practice, third session	
1125 ~ 1155	British Supersport qualifying	
1205 ~ 1230	National Superstock 600 qualifying, second session	
1240 ~ 1305	National Superstock 1000 qualifying, second session	
1310 ~ 1340	Club MCE/VIP Safety Car and Pillion laps	
1350 ~ 1415	British Motostar qualifying, second session	
1430	Race 1: Eastern Airways British Sidecar Championship, round 10	8 laps
1500	Race 2: TriStar R & G Triple Challenge, round 11	12 laps
1535 ~ 1555	Q1 ~ MCE British Superbikes	
1602 ~ 1614	Q2 in association with Pirelli	
1621 ~ 1629	Q3 ~ Datatag Extreme Qualifying	
1645	Race 3: Motorpoint British Supersport Championship, round 6 ~ Sprint Race	12 laps
1720	Race 4: Eastern Airways British Sidecar Championship, round 11	8 laps
1740 ~ 1750	National Superstock 600 free practice, second session	
1800	Nissan Safety Car filming laps	

Sunday, August 3

0855 ~ 0903	National Superstock 1000 warm-up	
0908 ~ 0916	British Motostar warm-up	
0908 ~ 0916	British Sidecar warm-up	
0920 ~ 1005	Pit Walk	
1000 ~ 1030	Club MCE/VIP Safety Car laps	
1050 ~ 1100	MCE BSB warm-up	
1105 ~ 1113	British Supersport warm-up	
1118 ~ 1126	Triumph Triple warm-up	
1140	Race 5: Pirelli National Superstock 600, in association with Black Horse, round 7	14 laps
1205 ~ 1225	Club MCE/VIP Pillion laps	
1235	Race 6: Pirelli National Superstock 1000, in association with Black Horse, round 6	16 laps
1315	Pit Lane opens for MCE BSB race 1 ~ Club MCE/VIP Grid Walk	
1330	Race 7: MCE Insurance British Superbike Championship, in association with Pirelli, round 6 ~ race 1	20 laps
1415	Race 8: Eastern Airways British Sidecar Championship, round 12	8 laps
1450	Race 9: Motul British Motostar Championship, round 6	14 laps
1535	Race 10: Motorpoint British Supersport Championship, round 6 ~ Feature Race	18 laps
1615	Pit Lane opens for MCE BSB race 2 ~ Club MCE/VIP Grid Walk	
1630	Race 11: MCE Insurance British Superbike Championship, in association with Pirelli, round 6 ~ race 2	20 laps
1715	Race 12: TriStar R & G Triple Challenge, round 12	12 laps

The programme may be brought forward or the order amended; please listen carefully for announcements



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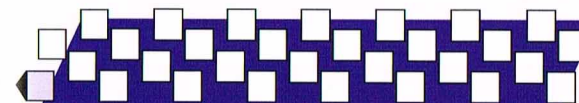
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no	rider/passenger ~ origin	entrant	bike
1	Roger Lovelock/Aki Alto ~ Marlborough	Laxton Team Sport	LCR BMW
3	Barry James/Sam Christie ~ Retford		LCR Kawasaki
4	Andy Peach/Charlie Richardson ~ Cliffe Woods	L&W Racing	LCR BMW
5	Rob Biggs/Luke Capewell ~ Chester		LCR Suzuki
8	Mark Edwards/Lee Barrett ~ Ringwood	Assured Office Solutions	LCR Kawasaki
10	Rod Robinson/Helen Deeley ~ Farnborough		LCR Suzuki
11	Simon Gilbert/Jon Allum ~ Merstham	G-Force Racing	LCR Yamaha
19	Ian Guy/Ben Ransley ~ Rochester	L&W Racing	LCR Suzuki
29	Stephen Kershaw/Rob Wilson ~ Lauder	Blinkbonny Quarry	LCR Suzuki
32	Gary Horspole/Sander Faber ~ Sleaford	Sleaford Quality Foods/ Baker Plant Hire	LCR Suzuki
33	Sean Hegarty/James Neave ~ Felixstowe	Sean Hegarty Ltd	LCR Suzuki
44	Roger Body/Jamie Winn ~ Wrotham	Santander Salt	LCR Suzuki
57	Tony Brown/Ashley Hawes ~ Sittingbourne	Paymundo.com	LCR Yamaha
60	Ben Holland/Lee Watson ~ Havant	Finning Cat	LCR Kawasaki
70	Rupert Archer/Shellie Smithies ~ Shrewsbury	Hannafin Contractors	LCR Suzuki
73	Craig Chaplow/Patrick Farrance ~ Nantwich	Team E:AIDE Motorsport	LCR Kawasaki
74	Ben Bygrave/Justin Sharpe ~ Long Stratton	Blue Machinery	LCR Suzuki
81	Kees Kentrop/Ilse de Haas ~ Holland	Connect-Roké	LCR Yamaha
99	John Holden/Andy Winkle ~ Blackburn	Silicone Eng/Barnes Racing	LCR Suzuki
100	Ricky Stevens/Ryan Charlwood ~ Havant	Assured Office Solutions	LCR Kawasaki
170	Ian Drowne/Ken Edwards ~ Beaworthy	Mick Robson Racing	LCR Kawasaki

starting grid ~ race 1



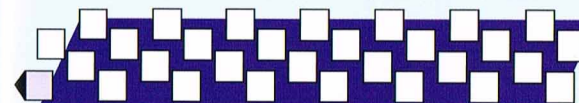
8 laps ~ 18.85 miles/30.33kms

1 st	2 nd	3 rd	4 th	5 th
6 th	7 th	8 th	9 th	10 th
11 th	12 th	13 th	14 th	15 th

Winner's time speed mph/..... kmh

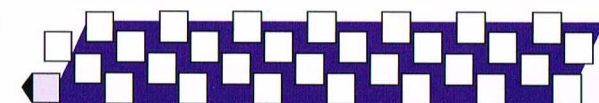
Fastest lap ~ no time speed mph/..... kmh

starting grid ~ race 8



Lap Record Sean Hegarty/Calum Lawson, LCR Suzuki, 1m 18.935s, 107.45mph/172.92kmh (14/04/13)

starting grid ~ race 4



8 laps ~ 18.85 miles/30.33kms

1 st	2 nd	3 rd	4 th	5 th
6 th	7 th	8 th	9 th	10 th
11 th	12 th	13 th	14 th	15 th

Winner's time speed mph/..... kmh

Fastest lap ~ no time speed mph/..... kmh

8 laps ~ 18.85 miles/30.33kms

1 st	2 nd	3 rd	4 th	5 th
6 th	7 th	8 th	9 th	10 th
11 th	12 th	13 th	14 th	15 th

Winner's time speed mph/..... kmh

Fastest lap ~ no time speed mph/..... kmh

OFFICIAL TITLE SPONSOR



MY CLUB MCE



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CLUB MCE Member : 3 Years
Bike: Yamaha R1 (x2)

“ I got a call telling me I'd won the Official pit crew experience. I was extra stoked because it was with Milwaukee Yamaha which was great for me as I have two R1s! The experience was amazing, you think you know what goes on but it's totally different to what you expect... The guys in the garage were great, we talked loads about my own bike set up, which means I have to buy some more bits now! 110% recommendation for anyone who loves MCE BSB! ”



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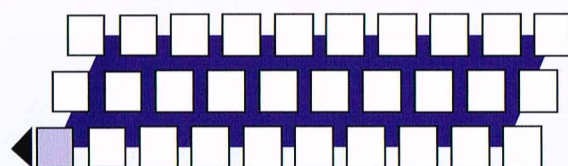
CLUB
THE MCE BSB EXPERIENCE



no	rider ~ origin	entrant	bike	cc
3	Phil Atkinson ~ South Africa	Declans Racing	Triumph	675
7	Josh Wood ~ Scunthorpe	Josh Wood Racing	Triumph	675
13 C	Mark Pennington ~ Coventry	CDH Racing/Vass Specialists	Triumph	675
17	Tom Carne ~ Rossendale	TC Racing	Triumph	675
20 C	Ben Neary ~ Wakefield	Neary Racing	Triumph	675
21 C	Max Alexander ~ Croftamie	R&T Racing	Triumph	675
24 C	Terry Lewis ~ Wickford	3Gi Tech	Triumph	675
29 C	Chris Threadgill ~ Biggin Hill	Chris Threadgill Racing	Triumph	675
31	Sam Cox ~ London	Sam Cox Racing	Triumph	675
32 C	Matt Coles ~ Addington	MCM Services	Triumph	675
37	Jesse James Jones ~ Basildon	Team ICEWATCH by T3-Racing	Triumph	675
38	Scot Adam ~ Luton	Nemesis Racing	Triumph	675
43	Ben Taylor ~ Hornchurch		Triumph	675
50 C	Sam Thompson ~ Bournemouth	Thompson Racing	Triumph	675
57	Sam Middlemas ~ Hinckley	Central Tracking	Triumph	675
66	Freddy Pett ~ King's Lynn	M40 Triumph/Dales Racing	Triumph	675
71 C	Brendan Brown ~ Stoke-on-Trent	Brendan Brown Racing	Triumph	675
85 C	Andrew Lund ~ Wilsden	TSL Buntons Racing	Triumph	675
88 C	Kieron Newman ~ Pulborough	Newman Racing	Triumph	675
91	Krister Bohm ~ Sweden	FDR Racing	Triumph	675
105 C	Norbert Májer ~ Hungary	Red Line Hungary	Triumph	675
111	Scott Pitchers ~ Lower Compton	Team SP Racing	Triumph	675
131 C	Oliver Hill ~ Reading	Hell's Angels/Fastline Superbikes	Triumph	675
146 C	Luke Smith ~ Hereford	True Heroes Racing/Laguna	Triumph	675
912 C	Murray Hambro ~ Brighton	True Heroes Racing/Laguna	Triumph	675

C ~ eligible for Triple Challenge Cup

starting grid ~ race 2



12 laps ~ 28.27 miles/45.50kms

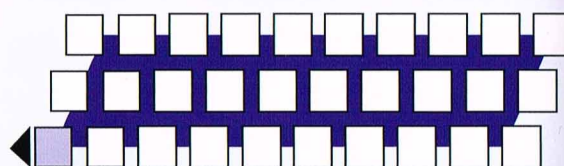
1 st	2 nd	3 rd	4 th	5 th
6 th	7 th	8 th	9 th	10 th
11 th	12 th	13 th	14 th	15 th

Winner's time _____ speed _____ mph/_____ kmh

Fastest lap ~ no _____ time _____ speed _____ mph/_____ kmh

CUP: 1st _____ 2nd _____ 3rd _____ 4th _____ 5th _____Lap Record Rob Guiver, 1m 20.706s,
105.09mph/169.12kmh (15/04/12)

starting grid ~ race 12



12 laps ~ 28.27 miles/45.50kms

1 st	2 nd	3 rd	4 th	5 th
6 th	7 th	8 th	9 th	10 th
11 th	12 th	13 th	14 th	15 th

Winner's time _____ speed _____ mph/_____ kmh

Fastest lap ~ no _____ time _____ speed _____ mph/_____ kmh

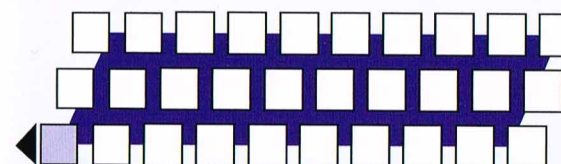
CUP: 1st _____ 2nd _____ 3rd _____ 4th _____ 5th _____

incorporating British Supersport Evo

no	rider ~ origin	entrant	bike	cc
2	Luke Hedger ~ Yate	Gearlink Kawasaki	Kawasaki	600
3	Billy McConnell ~ Australia	Smiths Triumph	Triumph	675
5	Graeme Gowland ~ Hexham	Smiths Triumph	Triumph	675
8	Luke Stapleford ~ Sinope	Profile Racing	Triumph	675
11 E	Alex Olsen ~ Cooling	Power Projects Racing/T3 Racing	Triumph	675
12	Luke Mossey ~ Cambridge	Techcare/Profile	Triumph	675
13 E	Phil Atkinson ~ South Africa	Declans Racing	Triumph	675
14 E	Ben Field ~ Birmingham	Team Field Racing	Yamaha	600
24 E	James Henry ~ Castle Donington	James Henry Racing	Kawasaki	600
27	Bjorn Estment ~ South Africa	Appleyard/Macadam & Doodson	Yamaha	600
34	Alastair Seeley ~ Carrickfergus	MarTrain Racing	Yamaha	600
36 E	Bradley Hughes ~ Halesowen	Brad H Racing	Kawasaki	600
43	James Rispoli ~ USA	Team Traction Control	Yamaha	600
46	Jake Dixon ~ Bradford	Appleyard/Macadam & Doodson	Yamaha	600
47	Paul Curran ~ Cannock	PCR Performance/CNC Routing	Triumph	675
50 E	Tim Hastings ~ Bonnybridge	Team E-Lites Kawasaki	Kawasaki	600
64 E	Chaz Beale ~ Loughborough	Team Moto Prince Kawasaki	Kawasaki	600
66 E	Danny Webb ~ Tunbridge Wells	Collisions Recovery	Kawasaki	600
69	Glenn Irwin ~ Carrickfergus	Gearlink Kawasaki	Kawasaki	600
71 E	Jody Lees ~ Rugeley	Midland VW Racing	Yamaha	600
74	Dean Hipwell ~ Doncaster	CDH Racing	Triumph	675
77	Taylor Mackenzie ~ Ashby-de-la-Zouch	Tyco Suzuki	Suzuki	600
79 E	Grant Whitaker ~ Halifax	HWW Racing	Yamaha	600
82	Luke Jones ~ Hereford	Premier Velocity	Triumph	675
88 E	Josh Daley ~ Wigan	Josh Daley Racing	Kawasaki	600
90 E	Sam Coventry ~ Portsmouth	Road & Racing Performance/FutureMoto	Kawasaki	600
94	Samuel Hornsey ~ Bucknell	Anvil Hire TAG Racing	Triumph	675
95 E	David Allingham ~ Eglinton	IN Competition Racing	Yamaha	600
97 E	Josh Corner ~ South Shields	MJJ Motorsport/Alpha Paints Ltd	Kawasaki	600

E ~ eligible for British Supersport Evo

starting grid ~ race 3



12 laps ~ 28.27 miles/45.50kms

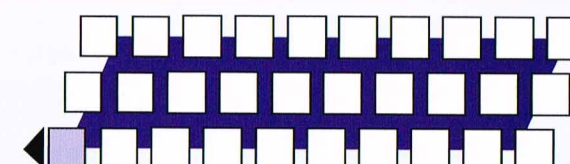
1 st	2 nd	3 rd	4 th	5 th
6 th	7 th	8 th	9 th	10 th

Winner's time _____ speed _____ mph/_____ kmh

Fastest lap ~ no _____ time _____ speed _____ mph/_____ kmh

EVO: 1st _____ 2nd _____ 3rd _____ 4th _____ 5th _____Lap Record Alex Lowes, Yamaha, 1m 16.908s,
110.28mph/177.78kmh (18/04/10)

starting grid ~ race 10



18 laps ~ 42.41 miles/68.25kms

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

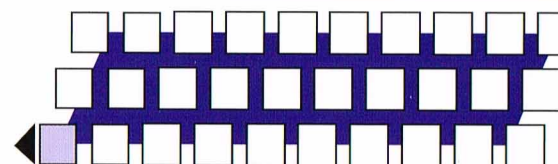
Winner's time _____ speed _____ mph/_____ kmh

Fastest lap ~ no _____ time _____ speed _____ mph/_____ kmh

EVO: 1st _____ 2nd _____ 3rd _____ 4th _____ 5th _____

no	rider ~ origin	entrant	bike	cc
2	James Pickford ~ Huddersfield	CPE Motorsport	Kawasaki	600
4	Phil Wakefield ~ Sandbach	PWR/Sandbach Scrap Metal	Yamaha	600
7	James Lodge ~ Huddersfield	Moto-Breakers Kawasaki	Kawasaki	600
8	Andrew Irwin ~ Carrickfergus	MWR Kawasaki	Kawasaki	600
11	Joe Collier ~ Leicester	Be Wiser Kawasaki	Kawasaki	600
13	Malachi Mitchell-Thomas ~ Horwich	Silicone Engineering Racing	Kawasaki	600
14	Jack Keen ~ Norwich	JKR/Havoc Racing	Triumph	675
15	Ross Twyman ~ Canterbury	RT Racing Yamaha	Yamaha	600
16	Ben Godfrey ~ Long Eaton	Tsingtao WK Kawasaki	Kawasaki	600
17	Matthew Paulo ~ East Kilbride	Newman Racing	Yamaha	600
19	Aleix Aulestia ~ Spain	T3 Racing	Triumph	675
20	Tom Oliver ~ Colchester	Anglia Fixing/TK Cope Moto Yamaha	Yamaha	600
21	Tom Ward ~ Canterbury	Go Racing Developments	Yamaha	600
22	Mason Law ~ Benfleet	Trik Moto	Kawasaki	600
23	Charlie King ~ Great Yarmouth	Team HARIBO Starmix	Triumph	675
24	Jordan Gilbert ~ New Denham	Team HARIBO Starmix	Triumph	675
27	Max Symonds ~ Yeovil	Max Symonds Racing	Kawasaki	600
28	Keenan Armstrong ~ Doncaster	MI Fabs Racing	Yamaha	600
33	Mark Burditt ~ Ibstock	The Green Group	Kawasaki	600
34	Kevin van Leuven ~ Netherlands	G&S Racing Kawasaki	Kawasaki	600
36	Joe Muncey ~ Walkern	SGR Racing	Yamaha	600
38	Niall Campbell ~ Cambuslang	Niall Campbell Racing	Yamaha	600
40	Tarran Mackenzie ~ Ashby-de-la-Zouch	Team WD-40	Kawasaki	600
46	Ashley Buxton ~ Ipswich	Buxton Racing	Yamaha	600
47	Nick Anderson ~ High Bickington	Be Wiser Kawasaki	Kawasaki	600
52	Tommy Philp ~ Windsor	Berkshire Motorcycle Centre	Yamaha	600
55	Russell Brown ~ Strathaven	ECS Grant Racing	Yamaha	600
57	Levi Day ~ Australia	CPE Motorsport	Kawasaki	600
60	Christopher Green ~ Ormskirk	Go Green Racing	Kawasaki	600
61	Benjamin Currie ~ Australia	Moto-Breakers Kawasaki	Kawasaki	600
66	Kurt Wigley ~ Cannock	Black Country UTC/Wigley Racing	Yamaha	600
67	Andy Reid ~ Newtownabbey	FFX Yamaha	Yamaha	600
72	Ben Stafford ~ Spalding	Silicone Engineering Racing	Kawasaki	600
75	Jamie Perrin ~ Kettering	Perrin Racing/Go Racing Developments	Yamaha	600
77	Jason Vernon ~ Dumfries	Moto-Breakers Kawasaki	Kawasaki	600
80	Dan Stamper ~ Barwell	Allied Racing	Kawasaki	600
89	Luke Shelley ~ Tamworth	ESB Recruitment Racing	Kawasaki	600
91	Andrew Fisher ~ Kettering	Fisher Racing	Yamaha	600
96	Ryan Dixon ~ Folkestone	Ryan Dixon Racing	Yamaha	600
97	Kyle Ryde ~ Jacksdale	PacedayZ Trackdays	Yamaha	600
99	Matthew Wigley ~ Cannock	Black Country UTC/Wigley Racing	Yamaha	600
114	Dayne Kent Blackburn ~ Worthing	DKB Racing	Yamaha	600
120	Lewis Mason ~ Colmworth	PacedayZ European Trackdays	Yamaha	600
140	Joe Francis ~ Chester	PacedayZ Trackdays	Yamaha	600
155	James Edwards ~ Dartford	3Gi Technology/Go Racing Developments	Yamaha	600

starting grid ~ race 5



14 laps ~ 32.98miles/53.08kms

1 st	2 nd	3 rd	4 th	5 th
6 th	7 th	8 th	9 th	10 th
11 th	12 th	13 th	14 th	15 th

Winner's time speed mph/..... kmh

Fastest lap ~ no time speed mph/..... kmh

Lap Record Josh Day, Yamaha, 1m 19.232s,
107.04mph/172.27kmh (18/04/10)

**Our Thanks to
Go Plant Sweepers and
GPL Hire for providing
road sweepers at
Thruxton Circuit**

MCE BSB RADIO

87.7 FM

TUNE IN TO BSB RADIO AND HEAR ALL
THE COMMENTARY FROM ANYWHERE
AROUND THRUXTON

**Contact Fred, Larry and Paul throughout
the weekend with comments, questions
and all things MCE BSB by e-mailing
studio@britishsuperbike.com or by
texting 60777 and starting your message
with 'bsb'**

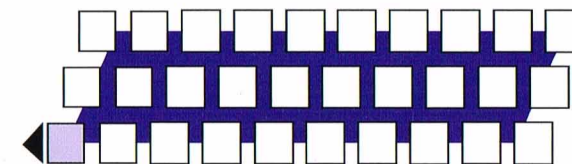
PRESENTED BY

Kawasaki

no	rider ~ nat/hometown	entrant	bike
3	Josh Brookes ~ AUS/Moneymore (NIR)	Milwaukee Yamaha	Yamaha
4	Dan Linfoot ~ ENG/Wetherby	Quattro Plant Kawasaki	Kawasaki
5	Stuart Easton ~ SCO/Hawick	Rapid Solicitors Kawasaki	Kawasaki
7	Barry Burrell ~ ENG/Bishop Auckland	Team WD-40	Kawasaki
8	Ian Hutchinson ~ ENG/Bingley	FFX Yamaha	Yamaha
9	Chris Walker ~ ENG/Newark	Lloyds British GBmoto Kawasaki	Kawasaki
10	Jon Kirkham ~ ENG/Derby	Halsall Biker Gear	Kawasaki
11	Michael Rutter ~ ENG/Bridgnorth	Bathams Prize Winning Ales	BMW
12	Josh Waters ~ AUS/Derby	Tyco Suzuki	Suzuki
14	Lee Jackson ~ ENG/Lincoln	Buildbase BMW Motorrad	BMW
15	Ben Wilson ~ ENG/Boston	Gearlink Kawasaki	Kawasaki
20	Jenny Tinmouth ~ ENG/Ellesmere Port	TWR	Honda
21	John Hopkins ~ USA/Portsmouth	Tyco Suzuki	Suzuki
23	Ryuichi Kiyonari ~ JPN/Louth	Buildbase BMW Motorrad	BMW
24	Patric Muff ~ SUI/Bannwil	Bathams Prize Winning Ales	BMW
40	Martin Jessopp ~ ENG/Yeovil	RidersMotorcycles.com BMW	BMW
43	Howie Mainwaring Smart ~ ENG/Aylesford	Quattro Plant Kawasaki	Kawasaki
45	Rhalf Lo Turco ~ BRA/London	SBKcity Kawasaki	Kawasaki
46	Tommy Bridewell ~ ENG/Devizes	Milwaukee Yamaha	Yamaha
47	Richard Cooper ~ ENG/Hucknall	Anvil Hire TAG Racing	Kawasaki
50	Harry Hartley ~ ENG/Burnley	Tsingtao WK Kawasaki	Kawasaki
56	John Ingram ~ ENG/Wigan	Morello Racing	Kawasaki
60	Peter Hickman ~ ENG/Louth	RAF Reserves Honda	Honda
64	Aaron Zanotti ~ ENG/Loughborough	GGH/STEL Suzuki	Suzuki
67	Shane Byrne ~ ENG/Sittingbourne	Rapid Solicitors Kawasaki	Kawasaki
96	Jakub Smrz ~ CZE/Ceske Budejovice	Millsport Ducati	Ducati
101	Gary Mason ~ ENG/Lichfield	Anvil Hire TAG Racing	Kawasaki
123	Christophe Ponsson ~ FRA/Luxembourg	Alstare Junior Team	Bimota
303	Keith Farmer ~ ENG/Clogher	PR Racing Kawasaki	Kawasaki
tba	tba	Lloyds British GBmoto Kawasaki	Kawasaki

cc	qualifying	no
1000	3
1000	4
1000	5
1000	7
1000	8
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1000	21
1000	23
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1000	40
1000	43
1000	45
1000	46
1000	47
1000	50
1000	56
1000	60
1000	64
1000	67
1199	96
1000	101
1000	123
1000	303
1000	tba

starting grid ~ race 7



20 laps ~ 47.12 miles/75.83kms

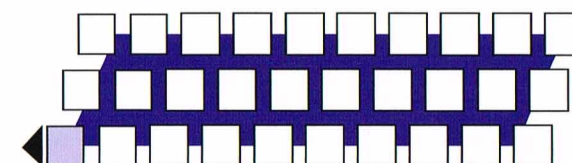
1 st	2 nd	3 rd	4 th	5 th
6 th	7 th	8 th	9 th	10 th
11 th	12 th	13 th	14 th	15 th

Winner's time speed mph/..... kmh

Fastest lap ~ no time speed mph/..... kmh

Lap Record Gregorio Lavilla, Ducati, 1m 14.890s,
113.25mph/182.26kmh (17/04/06)

starting grid ~ race 11



20 laps ~ 47.12 miles/75.83kms

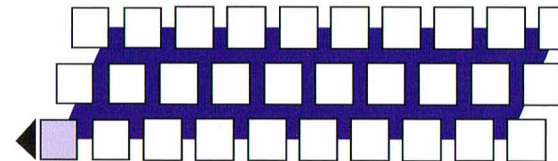
1 st	2 nd	3 rd	4 th	5 th
6 th	7 th	8 th	9 th	10 th
11 th	12 th	13 th	14 th	15 th

Winner's time speed mph/..... kmh

Fastest lap ~ no time speed mph/..... kmh

no	rider ~ origin	entrant	bike	cc
1	Hudson Kennaugh ~ South Africa	Linxccl Trik Moto Racing	BMW	1000
2	Josh Day ~ Cirencester	Be Wiser Kawasaki	Kawasaki	1000
3	Filip Backlund ~ Sweden	SMT Racing	Kawasaki	1000
4	Johnny Blackshaw ~ Stretton	Accident Advice Solicitors Racing	Kawasaki	1000
5	Deane Brown ~ Motherwell	Brabus/Opus	Kawasaki	1000
8	Jesse Trayler ~ Dunmow	Morello Racing	Kawasaki	1000
10	Josh Elliott ~ Ballinamallard	GA/Homer Racing/ Socialites Electric Cigarettes	Kawasaki	1000
14	Lee Jackson ~ Lincoln	Buildbase BMW Motorrad	BMW	1000
15	Leon Jeacock ~ Nuneaton	Allied Racing	Kawasaki	1000
17	Dominic Usher ~ Beverley	G&S Racing Kawasaki	Kawasaki	1000
20	David Johnson ~ Australia	PR Racing Kawasaki	Kawasaki	1000
21	Tom Tunstall ~ Huddersfield	Doodson Motorsport	Kawasaki	1000
22	Daniel Fuller ~ Milton-under-Wychwood	Dannic Racing	Kawasaki	1000
23	Shaun Winfield ~ Swadlincote	Anvil Hire TAG Racing	Kawasaki	1000
27	Dan Stewart ~ Barrow-in-Furness	Wilcock Consulting	Kawasaki	1000
30	Rob McNealy ~ Sittingbourne	McNealy Brown Ltd	BMW	1000
32	Kyle Wilks ~ Southampton	Tsingtao WK Kawasaki	Kawasaki	1000
33	Gary Winfield ~ Swadlincote	Anvil Hire TAG Racing	Kawasaki	1000
35	Gavin Hunt ~ Isle of Man	Nei Motorsport	Kawasaki	1000
40	Ben Young ~ Canada	Team WD-40	Kawasaki	1000
45	Tom Fisher ~ Nottingham	G&S Racing Kawasaki	Kawasaki	1000
51	Luke Quigley ~ Dudley	Ducati Coventry/JHP Racing	Ducati	1199
53	Joe Burns ~ Newcastle upon Tyne	JG Speedfit Kawasaki Racing	Kawasaki	1000
55	Ashley Beech ~ Oldham	Jones-Dorling Racing	Kawasaki	1000
56	James East ~ Royston	Tsingtao WK Kawasaki	Kawasaki	1000
58	Jamie Loveday ~ Bournemouth	Team Insignia Signs	Kawasaki	1000
63	Kevin Davies ~ Llandrindod Wells	Kevin Davies Racing/NP Motorcycles	Kawasaki	1000
77	Dean Harrison ~ Bradford	RC Express Racing by MSS Performance	Kawasaki	1000
78	Freddy Foray ~ France	Honda Racing	Honda	1000
80	Mike Booth ~ Brough	rapidsolicitors.co.uk	Kawasaki	1000
81	James Egan ~ South Africa	MWR Kawasaki	Kawasaki	1000
83	Danny Buchan ~ Burnham-on-Crouch	Tsingtao WK Kawasaki	Kawasaki	1000
86	Daniel Johnson ~ Reading	ICE Kawasaki Racing	Kawasaki	1000
99	Michael Robertson ~ Danderhall	MRR	Kawasaki	1000
100	Connor Tagg ~ Reading	Morello Racing	Kawasaki	1000
101	Richard Blunt ~ Bury St Edmunds	EMR Kawasaki	Kawasaki	1000
122	Jason O'Halloran ~ Australia	Honda Racing	Honda	1000
222	Nicolas Grobler ~ South Africa	MWR Kawasaki	Kawasaki	1000

starting grid ~ race 6



16 laps ~ 37.70 miles/60.67kms

1 st	2 nd	3 rd	4 th	5 th
6 th	7 th	8 th	9 th	10 th
11 th	12 th	13 th	14 th	15 th

Winner's time speed mph/..... kmh

Fastest lap ~ no time speed mph/..... kmh

Lap Record Steve Plater, Honda, 1m 16.938s,
110.23mph/177.41kmh (18/04/10)

KGN Pillinger Team Trophy

KGN Pillinger, the UK's leading manufacturer and service provider of bespoke, high-technology water pumping systems, is supporting a new Team Trophy in the MCE BSB and Motorpoint British Supersport Championships. The KGN Pillinger Team Trophy

recognises the combined results of individual teams and points will be awarded to each squad for qualifying and race performance. All teams are in contention to lift the Award, presented after every two rounds; for two-rider teams the points are collated on average.

MCE British Superbike Championship

After five rounds

1	Rapid Solicitors Kawasaki	228
2	Milwaukee Yamaha	202
3	Lloyds British GBmoto Kawasaki	198.5
4	Buildbase BMW	179
5	Quattro Plant Kawasaki	112.5
6	Tyco Suzuki	96
7	Anvil Hire TAG Racing Kawasaki	87.5
8	Millsport Ducati	86
9	Bathams Prize Winning Ales	50
10	PR Racing Kawasaki	39
etc		

Motorpoint British Supersport Championship

After five rounds

1	Smiths Triumph	293.5
2	MarTrain Racing	220
3	Profile Racing	189
4	Acumen Industrial Services	168
5	Gearlink Kawasaki	156.5
6	Techcare/Profile	136
7	Appleyard/Macadam & Doodson	119
8	Tyco Suzuki	94
9	Anvil Hire TAG Racing	72
10	Power Projects/T3 Racing	63
etc		

TV Listings

Here's how to catch up on the weekend's events when you get home ~ the British Eurosport coverage is complemented by the midweek highlights package on ITV4, support race action in the British Superbike Extra show. These listings were provisional when this raceday programme went to press, so please check individual station's listings in case of change

Saturday, August 2

1530 ~ 1730	Live Raceday, British Eurosport 2 HD
2000 ~ 2130	Highlights, British Eurosport 2 HD

Sunday, August 3

0730 ~ 0830	Live Raceday, British Eurosport HD
0900 ~ 1000	Live Raceday, British Eurosport 2 HD
1130 ~ 1230	Live Raceday, British Eurosport 2 HD
1230 ~ 1800	Live Raceday, British Eurosport 2 HD
2000 ~ 2200	Highlights, British Eurosport 2 HD

Monday, August 4

1700	Highlights, British Eurosport 2
2100	Highlights, British Eurosport

Tuesday, August 5

0200	Highlights, British Eurosport
1100	Highlights, British Eurosport 2
1800	Highlights, British Eurosport

Wednesday, August 6

1430	Highlights, British Eurosport 2
2000	Highlights, ITV4

Thursday, August 7

1600	Highlights, British Eurosport 2
1930	Highlights, British Eurosport
2030	Superbike Extra ~ Support Classes, British Eurosport

no	rider ~ origin	entrant	bike	cc
4	Louis Valleley ~ Maidstone	Century 21/Cresswell Racing	KTM	125
6	Taz Taylor ~ Mansfield Woodhouse	FPW Racing/Hookless Holidays	Luyten Honda	125
7	Jamie Ashby ~ Nuneaton	JPA Racing/SP125	Honda	125
11	Joseph Thomas ~ Pencoed	Moto UK Racing	Honda	125
12	Edward Rendell ~ Chelmsford	Banks Racing	Honda	125
13	Sam Burman ~ Messingham	WNT/Burman Racing	Honda	250
25	Mike Brouwers ~ Netherlands	Joma/Brouwers Racing Team	Honda	250
28	Bradley Ray ~ Lydd	FAB-Racing	EE125	125
34	Jordan Weaving ~ South Africa	Jordan Racing/Burkert	KTM	250
35	Elliot Lodge ~ Bradford	SP125/Spike Racing	Honda	125
36	Jayson Uribe ~ USA	FPW Racing/RSR	Honda	250
42	James Hobson ~ Barnsley	Two4 Motorsport with RS Racing	KTM	250
43	Arnie Shelton ~ Bourne	e3 motorsport with Shelton Racing	Honda	125
44	Jake Bayford ~ Southminster	SGR Racing	Honda	125
47	Jake Archer ~ Andover	Jake Archer Racing	Honda	125
64	Asher Durham ~ Derby	SP125racing.com	Honda	125
65	Josh Owens ~ Aintree	RCD Motorsport	Honda	125
66	Joe Irving ~ Holmfirth	Redline KTM	KTM	250
69	Tom Booth-Amos ~ Newport	2T Racing/FAB Racing	Honda	125
72	Alex Persson ~ Sweden	PWR/Nordgren Racing	Honda	125
74	Joe Thompson ~ York	Repli-Cast UK	Repli-Cast	250
79	Chris Taylor ~ Coventry	Elevator Saddles & Bridles	Honda	250
84	Daniel Hermansson ~ Sweden	FPW Racing	TSR Luyten	125
86	Charlie Nesbitt ~ Swindon	Repli-Cast UK	Repli-Cast	250
90	Greg Greenwood ~ Morecambe	FPW Racing	Luyten Honda	125
100	Stephen Campbell ~ Leicester	Campbell Racing	Honda	125
127	Georgina Polden ~ Oxford	RS Racing	Honda	125
164	Anthony Alonso ~ USA	SP125/BARF Racing	Honda	125

MCE Insurance British Superbike Championship in association with Pirelli

The MCE BSB continues to assert itself as the greatest domestic bike series in the world, and a producer of some of the sport's hottest properties. MCE BSB machines produce around 200bhp and are capable of reaching up to 200mph, with explosive acceleration off the line. MCE BSB is now a globally-recognised brand, broadcast live throughout Europe and Asia, with a huge fan base which follows the championship around the UK. It attracts the world's most prestigious manufacturers and top-class riders who push themselves and their bikes to the limit, never forgetting that they're racing to entertain those massive crowds.

Points 25-20-16-13-11-10-9-8-7-6-5-4-3-2-1 to the first 15 finishers in each race; the same scale applies to the Manufacturer's Championship

The Championship is divided into two parts: the first nine events form the Main Season, with points awarded on the scale above for each of the 19 races; from their total points at the end of the Main Season, all riders then drop their two lowest scores, which must be from events for which they have at least qualified. The first six riders in the standings will then be elevated to a new base level and become the 'Title Fighters' for the remaining three events (seven races), known as The Showdown. Each Title Fighter will start with 500 points, plus additional points ~ these are termed Podium Credits ~ for each top-three finish in the Main Season, on the scale five for a win, three for second, one for third. The standard points scoring format from the Main Season then continues for The Showdown, with all points scores from the final seven races to count

All riders other than the Title Fighters continue to race for the BSB Riders' Cup, continuing to add to their points total from the end of the Main Season

Starting grid for Race 1 is derived from the three-phase knock-out qualifying session on Saturday afternoon, Datatag Extreme Qualifying following three free practice sessions. Starting grid for Race 2 is established by the order of each rider's fastest lap in Race 1

Championship dates Main Season ~ April 18-21, Brands Hatch Indy; May 3-5, Oulton Park Int; Jun 13-15, Snetterton 300; Jun 27-29, Knockhill; Jul 18-20, Brands Hatch GP; Aug 1-3, Thruxton; Aug 8-10, Oulton Park Int; Aug 23-25, Cadwell Park; Sep 5-7, Donington Park GP. The Showdown ~ Sep 19-21, Assen (NED); Oct 5-7, Silverstone GP; Oct 19-21, Brands Hatch GP

Positions after five rounds

1	Shane Byrne	221
2	Josh Brookes	129
3	James Ellison	124
4	Ryuichi Kiyonari	107
5	Tommy Bridewell	101
6	Chris Walker	96
7	Dan Linfoot	90
8	Stuart Easton	82
9	Richard Cooper	69
10	John Hopkins	64
11	Josh Waters	46
12	Jakub Smrz	43
13	James Westmoreland	39
14	Jon Kirkham	26
15	Michael Rutter	24
16	Ben Wilson	22
17	Keith Farmer	21
18	Barry Burrell	18
19	Patric Muff	16
20	Martin Jessopp	13
21	Peter Hickman	12
22	Julien Da Costa	11
23	Ian Hutchinson	8
24	Gary Mason	5
	Howie Mainwaring Smart	5
26	John Ingram	4
27	Harry Hartley	3
28	Aaron Zanotti	1

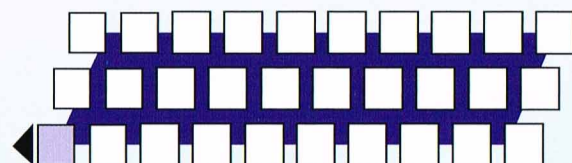
Manufacturers

1	Kawasaki	230
2	Yamaha	159
3	BMW	131
4	Suzuki	86
5	Ducati	43
6	Honda	23

Speedy Fastest Lap League

1	Josh Brookes	5
2	Shane Byrne	4
3	James Ellison	2
	Ryuichi Kiyonari	2
5	Keith Farmer	1

starting grid ~ race 9



14 laps ~ 32.98 miles/53.08kms

1 ST	2 ND	3 RD	4 TH	5 TH
6 TH	7 TH	8 TH	9 TH	10 TH
Winner's time speed mph/..... kmh				
Fastest lap ~ no time speed mph/..... kmh				
Moto3: 1 ST	2 ND	3 RD	4 TH	5 TH
125GP: 1 ST	2 ND	3 RD	4 TH	5 TH

Lap Records 125GP: Nikki Coates, Honda, 1m 21.037s, 104.40mph/168.02kmh (15/04/07)
Moto3: Edward Rendell, Honda, 1m 24.700s, 100.13mph/161.15kmh (14/04/13)

Motul Motostar British Championship

This championship provides superb action and continues to produce the UK's upcoming talent. The series is open to both Moto3 and 125cc machines and riders are eligible from 13 years of age. This class is watched closely by major players at home and abroad, with riders from America and South Africa taking on the best local talent

Starting grid is derived from the combined times in two qualifying session, following two free practice sessions

Points 25-20-16-13-11-10-9-8-7-6-5-4-3-2-1 to the first 15 finishers in each race

Championship dates as MCE BSB

Moto3 positions after five rounds

1	Jordan Weaving	110
2	Joe Irving	86
3	Jayson Uribe	76
4	James Hobson	50
5	Charlie Nesbitt	42
6	Chris Taylor	41

7	Sam Burman	34
8	Mike Brouwers	30
9	Ernst Dubbink	29
10	Olly Simpson	25
etc		

125GP positions after five rounds

1	Edward Rendell	106
2	Taz Taylor	69
3	Bradley Ray	66
4	Arnie Shelton	62
5	Elliot Lodge	40
6	Ryan Saxelby	35
	Anthony Alonso	35
8	Asher Durham	31
9	Josh Owens	30
10	James Flitcroft	27
etc		

Eastern Airways British Sidecar Championship

Now in its fourth season as an official partner series of MCE BSB, this Championship features 20 races over nine race weekends. For 2014, the grid will have a distinctly new feel, increased focus and investment at club level having resulted in an influx of new, young talent

Starting grid for the Race 1 is derived from a single qualifying session, following one free practice session. The starting grid for Race 2 is established by the order of each outfit's fastest lap in Race 1

Points 25-20-16-13-11-10-9-8-7-6-5-4-3-2-1 to the first 15 finishers in each race

Championship dates as MCE BSB, without May 3-5 or Aug 8-10, Oulton Park, or Aug 23-25, Cadwell Park

Positions after nine rounds

1	Sean Hegarty/James Neave	220
2	Roger Lovelock/Aki Alto	172
3	Andy Peach/Charlie Richardson	108
4	Mark Edwards/Lee Barrett	104
5	Craig Chaplow/Patrick Farrance	95
6	Tony Brown/Ashley Hawes	72
7	Ben Bygrave/Justin Sharpe	62
8	Ben Holland/Lee Watson	61
	Ricky Stevens/Ryan Charlwood	61
10	Stephen Kershaw/Rob Wilson	55
etc		

Tristar R & G Triple Challenge

This competitive one-make series for the Triumph Daytona 675 continues to uncover talent from the UK and overseas, with 20 races in nine weekends. Riders can choose from a number of packages, which cover race entry fees, tyre allocation, access to the Triple Challenge Village race preparation and hospitality facilities, plus the support of mechanical and electrical technicians and a suspension engineer. Riders also benefit from discounts on spare parts and race accessories. The Triple Challenge Cup is aimed at new riders coming to learn their craft with the support of the TTC and its more senior competitors

Starting grid for the Race 1 is derived from a single qualifying session, following one free practice session. The starting grid for Race 2 is established by the order of each rider's fastest lap in Race 1

Points 25-20-16-13-11-10-9-8-7-6-5-4-3-2-1 to the first 15 finishers in each race

Championship rounds as MCE BSB, except that May 23-25, Donington Park GP (supporting WSBK) replaces Jun 27-29, Knockhill, Jul 18-20, Brands Hatch GP & Sep 19-21, Assen (NED)

Positions after 10 rounds

1	Freddy Pett	182
2	Phil Atkinson	166
3	Scott Pitchers	162
4	Sam Cox	140
5	Jesse Jones	106
6	Sam Middlemass	100
etc		

Positions after 10 rounds

1	Andrew Lund	178
2	Sam Thompson	176
3	Terry Lewis	158
4	Kieron Newman	113
5	Max Alexander	105
6	Mark Pennington	94
etc		

Motorpoint British Supersport Championship

Leading the support class line-up, this Championship features a field of first-class riders representing the world's leading manufacturers. The 2014 Motorpoint British Supersport Championship also features a new Evo class to deliver some cost-saving measures and create an entry level for teams aspiring to move into the series. The Sprint Race also gets live TV coverage this season

Starting grid for the qualifying day Sprint Race is derived from a single qualifying session, following two free practice sessions. Starting grid for the Feature Race is established by the order of each rider's fastest lap in the Sprint Race. Championship points are awarded for both races

Points 25-20-16-13-11-10-9-8-7-6-5-4-3-2-1 to the first 15 finishers in each race; the same scale applies to British Supersport Evo

Championship dates as MCE BSB

Positions after 10 rounds

1	Billy McConnell	162
2	Alastair Seeley	152
3	Graeme Gowland	151
4	Luke Stapleford	124
5	Luke Jones	119
6	Glenn Irwin	118

Pirelli National Superstock 1000 Championship
in association with Black Horse

This is one of the most fiercely-contested of the MCE BSB support series, where Superbike stars of the future are nurtured. Young riders compete alongside experienced racers and major manufacturers use the series to showcase their production road machines. Very few modifications are permitted to standard road bikes, of which at least 300 must be registered and sold in the UK

Starting grid is derived from the combined times in two qualifying sessions, following one free practice session

Points 25-20-16-13-11-10-9-8-7-6-5-4-3-2-1 to the first 15 finishers in each race

Championship dates as MCE BSB, except that Aug 29-31, Silverstone (supporting MotoGP) replaces Sep 19-21, Assen (NED)

Positions after five rounds

1	Danny Buchan	120
2	Jason O'Halloran	86
3	Lee Jackson	66
4	Filip Backlund	57
5	Hudson Kennaugh	51
6	Josh Elliott	41
7	David Johnson	38
8	Adam Jenkinson	33
9	Daniel Johnson	29
10	Josh Day	22
etc		

7	Luke Mossey	88
8	Jake Dixon	86
9	Taylor Mackenzie	65
10	James Rispoli	49
etc		

Evo positions after 10 rounds

1	Alex Olsen	228
2	Tim Hastings	127
3	Grant Whitaker	112
4	David Allingham	104
5	Josh Corner	88
6	Sam Coventry	85
etc		

Speedy Fastest Lap League

1	Alastair Seeley	5
2	Luke Stapleford	3
	Graeme Gowland	3
4	Luke Jones	2
5	Luke Mossey	1

Pirelli National Superstock 600 Championship
in association with Black Horse

This Championship provides a progression route to higher classes of racing for up-coming riders, aged 16 to 25, ready to take the next step. The 'Junior Superstock' class requires the first three in the previous year's championship to move on

Starting grid is derived from the combined times in two qualifying sessions, following one free practice session

Points 25-20-16-13-11-10-9-8-7-6-5-4-3-2-1 to the first 15 finishers in each Championship race

Championship dates as MCE BSB, except that May 23-25, Donington Park GP (supporting WSBK) replaces Sep 19-21, Assen (NED)

Positions after six rounds

1	Andy Reid	119
2	Kyle Ryde	95
3	Joe Collier	87
4	James Lodge	75
5	Nick Anderson	52
6	Aleix Aulestia	43
7	Ben Godfrey	42
8	Mason Law	37
	Andrew Irwin	37
10	Levi Day	35
etc		

time	mph	kmh	time	mph	kmh	time	mph	kmh	time	mph	kmh	time	mph	kmh
1:00.0	141.36	227.50	1:06.0	128.50	206.80	1:12.0	117.80	189.59	1:18.0	108.73	174.98	1:24.0	100.97	162.50
1:00.1	141.12	227.11	1:06.1	128.31	206.49	1:12.1	117.63	189.31	1:18.1	108.59	174.76	1:24.1	100.85	162.30
1:00.2	140.89	226.74	1:06.2	128.12	206.19	1:12.2	117.47	189.05	1:18.2	108.46	174.55	1:24.2	100.73	162.11
1:00.3	140.65	226.35	1:06.3	127.92	205.87	1:12.3	117.31	188.79	1:18.3	108.32	174.32	1:24.3	100.61	161.92
1:00.4	140.42	225.98	1:06.4	127.73	205.56	1:12.4	117.14	188.53	1:18.4	108.18	174.10	1:24.4	100.49	161.72
1:00.5	140.19	225.61	1:06.5	127.54	205.21	1:12.5	116.98	188.26	1:18.5	108.04	173.87	1:24.5	100.37	161.53
1:00.6	139.96	225.24	1:06.6	127.35	204.95	1:12.6	116.82	188.00	1:18.6	107.90	173.65	1:24.6	100.25	161.34
1:00.7	139.72	224.86	1:06.7	127.16	204.64	1:12.7	116.66	187.75	1:18.7	107.77	173.44	1:24.7	100.13	161.14
1:00.8	139.50	224.50	1:06.8	126.97	204.34	1:12.8	116.50	187.49	1:18.8	107.63	173.21	1:24.8	100.01	160.95
1:00.9	139.27	224.13	1:06.9	126.78	204.03	1:12.9	116.34	187.23	1:18.9	107.49	172.99	1:24.9	99.90	160.77
1:01.0	139.04	223.76	1:07.0	126.59	203.73	1:13.0	116.18	186.97	1:19.0	107.36	172.78	1:25.0	99.78	160.58
1:01.1	138.81	223.39	1:07.1	126.40	203.42	1:13.1	116.02	186.72	1:19.1	107.22	172.55	1:25.1	99.66	160.39
1:01.2	138.58	223.02	1:07.2	126.21	203.12	1:13.2	115.86	186.46	1:19.2	107.09	172.34	1:25.2	99.54	160.19
1:01.3	138.36	222.67	1:07.3	126.02	202.81	1:13.3	115.71	186.22	1:19.3	106.95	172.12	1:25.3	99.43	160.02
1:01.4	138.13	222.30	1:07.4	125.83	202.50	1:13.4	115.55	185.96	1:19.4	106.82	171.91	1:25.4	99.31	159.82
1:01.5	137.91	221.95	1:07.5	125.65	202.21	1:13.5	115.39	185.70	1:19.5	106.68	171.68	1:25.5	99.19	159.63
1:01.6	137.68	221.57	1:07.6	125.46	201.91	1:13.6	115.23	185.44	1:19.6	106.55	171.48	1:25.6	99.08	159.45
1:01.7	137.46	221.22	1:07.7	125.28	201.62	1:13.7	115.08	185.20	1:19.7	106.41	171.25	1:25.7	98.96	159.26
1:01.8	137.24	220.87	1:07.8	125.09	201.31	1:13.8	114.92	184.95	1:19.8	106.28	171.04	1:25.8	98.85	159.08
1:01.9	137.02	220.51	1:07.9	124.91	201.02	1:13.9	114.77	184.70	1:19.9	106.15	170.83	1:25.9	98.73	158.84
1:02.0	136.80	220.16	1:08.0	124.72	200.72	1:14.0	114.61	184.45	1:20.0	106.01	170.61	1:26.0	98.62	158.71
1:02.1	136.57	219.80	1:08.1	124.54	200.43	1:14.1	114.46	184.21	1:20.1	105.88	170.40	1:26.1	98.50	158.52
1:02.2	136.36	219.45	1:08.2	124.36	200.14	1:14.2	114.30	183.95	1:20.2	105.75	170.19	1:26.2	98.39	158.20
1:02.3	136.14	219.10	1:08.3	124.18	199.85	1:14.3	114.15	183.71	1:20.3	105.62	169.98	1:26.3	98.28	158.17
1:02.4	135.93	218.76	1:08.4	124.00	199.57	1:14.4	114.00	183.47	1:20.4	105.49	169.77	1:26.4	98.16	157.97
1:02.5	135.70	218.39	1:08.5	123.81	199.25	1:14.5	113.84	183.21	1:20.5	105.36	169.56	1:26.5	98.05	157.80
1:02.6	135.48	218.03	1:08.6	123.63	198.96	1:14.6	113.69	182.97	1:20.6	105.23	169.35	1:26.6	97.93	157.03
1:02.7	135.27	217.70	1:08.7	123.45	198.67	1:14.7	113.54	182.72	1:20.7	105.10	169.14	1:26.7	97.82	157.42
1:02.8	135.05	217.34	1:08.8	123.27	198.38	1:14.8	113.39	182.48	1:20.8	104.97	168.93	1:26.8	97.71	157.25
1:02.9	134.84	217.00	1:08.9	123.10	198.11	1:14.9	113.23	182.23	1:20.9	104.84	168.72	1:26.9	97.60	157.07
1:03.0	134.62	216.65	1:09.0	122.92	197.82	1:15.0	113.08	181.98	1:21.0	104.71	168.51	1:27.0	97.48	156.88
1:03.1	134.41	216.31	1:09.1	122.74	197.53	1:15.1	112.93	181.74	1:21.1	104.58	168.31	1:27.1	97.37	156.70
1:03.2	134.20	215.97	1:09.2	122.56	197.24	1:15.2	112.78	181.50	1:21.2	104.45	168.10	1:27.2	97.26	156.52
1:03.3	133.99	215.64	1:09.3	122.38	196.95	1:15.3	112.63	181.26	1:21.3	104.32	167.89	1:27.3	97.15	156.35
1:03.4	133.77	215.28	1:09.4	122.21	196.68	1:15.4	112.48	181.02	1:21.4	104.19	167.68	1:27.4	97.04	156.17
1:03.5	133.56	214.94	1:09.5	122.03	196.39	1:15.5	112.33	180.78	1:21.5	104.06	167.47	1:27.5	96.93	155.99
1:03.6	133.35	214.61	1:09.6	121.86	196.11	1:15.6	112.19	180.55	1:21.6	103.94	167.28	1:27.6	96.82	155.82
1:03.7	133.14	214.27	1:09.7	121.68	195.82	1:15.7	112.04	180.31	1:21.7	103.81	167.07	1:27.7	96.71	155.64
1:03.8	132.94	213.95	1:09.8	121.51	195.55	1:15.8	111.89	180.07	1:21.8	103.68	166.86	1:27.8	96.60	155.46
1:03.9	132.73	213.61	1:09.9	121.33	195.26	1:15.9	111.74	179.83	1:21.9	103.56	166.67	1:27.9	96.49	155.29
1:04.0	132.52	213.27	1:10.0	121.16	194.99	1:16.0	111.60	179.60	1:22.0	103.43	166.45	1:28.0	96.38	155.11
1:04.1	132.31	212.93	1:10.1	120.99	194.71	1:16.1	111.45	179.36	1:22.1	103.30	166.25	1:28.1	96.27	154.93
1:04.2	132.11	212.61	1:10.2	120.82	194.44	1:16.2	111.30	179.12	1:22.2	103.18	166.05	1:28.2	96.16	154.75
1:04.3	131.90	212.27	1:10.3	120.64	194.15	1:16.3	111.16	178.89	1:22.3	103.05	165.84	1:28.3	96.05	154.58
1:04.4	131.70	211.95	1:10.4	120.47	193.88	1:16.4	111.01	178.65	1:22.4	102.93	165.65	1:28.4	95.94	154.40
1:04.5	131.49	211.61	1:10.5	120.30	193.60	1:16.5	110.87	178.43	1:22.5	102.80	165.44	1:28.5	95.83	154.22
1:04.6	131.29	211.29	1:10.6	120.13	193.33	1:16.6	110.72	178.19	1:22.6	102.68	165.25	1:28.6	95.72	154.05
1:04.7	131.09	210.97	1:10.7	119.96	193.06	1:16.7	110.58	177.96	1:22.7	102.55	165.04	1:28.7	95.62	153.89
1:04.8	130.88	210.63	1:10.8	119.79	192.78	1:16.8	110.43	177.72	1:22.8	102.43	164.85	1:28.8	95.51	153.71
1:04.9	130.68	210.31	1:10.9	119.62	192.51	1:16.9	110.29	177.49	1:22.9	102.31	164.65	1:28.9	95.40	153.53
1:05.0	130.48	209.99	1:11.0	119.45	192.24	1:17.0	110.15	177.27	1:23.0	102.18	164.44	1:29.0	95.29	153.35
1:05.1	130.28	209.67	1:11.1	119.29	191.98	1:17.1	110.00	177.03	1:23.1	102.06	164.25	1:29.1	95.19	153.18
1:05.2	130.08	209.34	1:11.2	119.12	191.71	1:17.2	109.86	176.80	1:23.2	101.94	164.06	1:29.2	95.08	153.02
1:05.3	129.88	209.02	1:11.3	118.95	191.43	1:17.3	109.72	176.58	1:23.3	101.81	163.85	1:29.3	94.97	152.84
1:05.4	129.68	208.70	1:11.4	118.78	191.16	1:17.4	109.58	176.35	1:23.4	101.69	163.65	1:29.4	94.86	152.66
1:05.5	129.49	208.40	1:11.5	118.62	190.90	1:17.5	109.44	176.13	1:23.5	101.57	163.46	1:29.5	94.76	152.48
1:05.6	129.29	208.07	1:11.6	118.45	190.63	1:17.6	109.29	175.89	1:23.6	101.45	163.27	1:29.6	94.65	152.30
1:05.7	129.09	207.75	1:11.7	118.29	190.37	1:17.7	109.15	175.66	1:23.7	101.33	163.07	1:29.7	94.54	152.12
1:05.8	128.89	207.43	1:11.8	118.12	190.10	1:17.8	109.01	175.43	1:23.8	101.21	162.88	1:29.8	94.44	151.94
1:05.9	128.70	207.12	1:11.9	117.96	189.84	1:17.9	108.87	175.21	1:23.9	101.09	162.69	1:29.9	94.33	151.76

flag signals

RED signal for stopping race or practice; all riders to proceed to the pits or startline, as directed by marshals

YELLOW (stationary) take care, danger, slow down, no overtaking; (waved) great danger, slow down considerably, no overtaking, be prepared to stop

YELLOW with vertical RED STRIPES take care, oil has been spilled somewhere on the road; possible loss of adhesion to track surface

GREEN proceed, the hazard has been removed; or proceed on formation lap. Also displayed on first lap of practice to indicate marshals' posts

BLUE (stationary) another competitor is following you very closely; (waved) another competitor is trying to overtake you

WHITE a service vehicle or slow-moving rider is on the circuit

WHITE with RED diagonal cross pace car in operation; hold position, no overtaking

BLACK (displayed with rider's number) signal for competitor to stop within a lap and report to the Clerk of the Course. A penalty of exclusion may be enforced

BLACK with ORANGE DISC (displayed with rider's number) a warning of apparent mechanical failure or of a fire which might not be obvious to the rider. The rider must leave the circuit immediately

BLACK diagonal cross on ORANGE background indicates the start of the final lap

BLACK & WHITE CHEQUERED end of race or practice session

Races are started using a system of traffic lights.



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Motorpoint British Supersport Championship

Eleven-point turn

Expect some of the most intense action of the weekend to come in the two Motorpoint British Supersport Championship races, as a keen three-rider scrap for supremacy is unfolding. Billy McConnell, former title winner Alastair Seeley and Graeme Gowland are all set to continue their closely-fought, at times frantic, dice for the crown.

Just 11 points cover them as they prepare for this weekend's pair of races - the Saturday afternoon Sprint and the longer Feature race on Sunday - and, spicing it up even more, McConnell and Gowland are Smiths Triumph team-mates and both are gunning for glory. Seeley rides a Yamaha prepared by last year's title-winning MarTrain team.

While they head the standings, however, it is by no means a foregone conclusion that they will be the only riders running at the sharp end of the action. Glenn Irwin won the seasonal opener for Gearlink Kawasaki at Brands Hatch, then Luke Mossey stole the glory at Knockhill on the Techcare Profile Triumph. While neither Luke Stapleford, riding the Profile Triumph, nor Luke Jones on the Acumen Industrial Services Triumph have made the top step of the podium so far, they have been at the heart of the action and well placed to challenge.

McConnell lost ground in the last round, taking a costly tumble at Brands Hatch two weeks ago, which saw his rivals slash his advantage in the standings. Up until that problem, at Druids, the Aussie, so close to the title in previous seasons had been a model of consistency, with the highlight of his

term so far being a winning double at Oulton Park followed by a hat-trick of seconds, starting at Snetterton and continuing into Knockhill.

He blamed himself for his demise at Brands Hatch. "I went into Druids 1kph slower than the previous lap but trailed the front brake for a bit longer and down I went. Then, for the second race, I didn't feel good with the front end and while I could run a decent pace on my own, when I was in among



other riders, I couldn't. I got a finish and I kept my championship lead," added McConnell, as he put a brave face on his weekend activities in Kent.

Seeley pounced on that error to make up for a couple of tumbles of his own earlier in the season that had

produced a mixed bag of results with a race win, podiums and DNFs; a winning double on the Kent Grand Prix circuit, however, put him back on course to regain the crown. The Ulsterman put his successes there down to the team, which

Clockwise from top: Seeley (34) is chasing McConnell (3); Mossey (12) won in Scotland. Below: despite a spill, Gowland (5) is third in the points



had tested extensively ahead of the meeting.

"The bike was faultless all weekend, so thanks to the team for taking me testing to iron out a few little problems, which has really given me great confidence in the package again," said Seeley. "A double win is always pretty special, but to have pulled 40 points back on Billy and moved up to second in the championship means I'm now really looking forward to getting out at Thruxton for more."

Like Seeley, Gowland is having something of a roller-coaster campaign, but has been on the podium in each of the races that he has finished. A string of three consecutive wins, a double at Snetterton, then Sprint race glory at Knockhill, put him firmly in the frame. He followed that with a pair of seconds last time out, but was not happy with those results:



Clockwise from above: Stapleford (8) and McKenzie (77) will be in the battle for points. In Supersport Evo, Olsen (11) has won seven of 10, but Hastings (50) and Whitaker (79) are ever-present

"I was disappointed not to have won a race but, at the same time, I'm happy as I came into the meeting 41 points off the championship lead and now I'm only 11 points away from Billy. I felt like I had a bike good enough to win but while I could draw alongside Alastair, I just couldn't quite get enough drive out of the corners to make a pass happen so had to settle for a close second in each race."

Others to keep an eye on include Jake Dixon, putting together some good performances on the

Appleyard/Macadam & Doodson Yamaha, along with Taylor Mackenzie on the Tyco Suzuki, while American James Rispoli is gaining experience aboard the Team Traction Control Yamaha.

In the Supersport Evo class, for more cost-effective machines, Alex Olsen on the Power Projects Triumph is looking strong, along with David Allingham on the IN Competition Yamaha, Tim Hastings riding the E-Lites Kawasaki and Danny Webb on the Collisions Recovery Kawasaki.

Dave Fern



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Club MCE Experience Timetable
Thruxton - Round 6

Saturday 2nd August

Experience	Time**	Meeting Point
Official Pit Crew With WOT4	9:30am	MCE Stand
The Inside Track	11:00am	MCE Stand
Exclusive Pit Tour	12:35pm	MCE Stand
Safety Car Laps	12:35pm	MCE Stand
Pillion Laps	12:55pm	MCE Stand
Hang Out With Jakub Smrz	5:20pm	MCE Stand

Sunday 3rd August

Experience	Time**	Meeting Point
Priority Pit Walk	08:45am	MCE Stand
Safety Car Laps	08:45am	MCE Stand
Behind The Scenes With Eurosport	10:30am	MCE Stand
Pillion Laps	11:25am	MCE Stand
Grid Walk Race 1	12:40pm	MCE Stand
Grid Walk Race 2	3:40pm	MCE Stand

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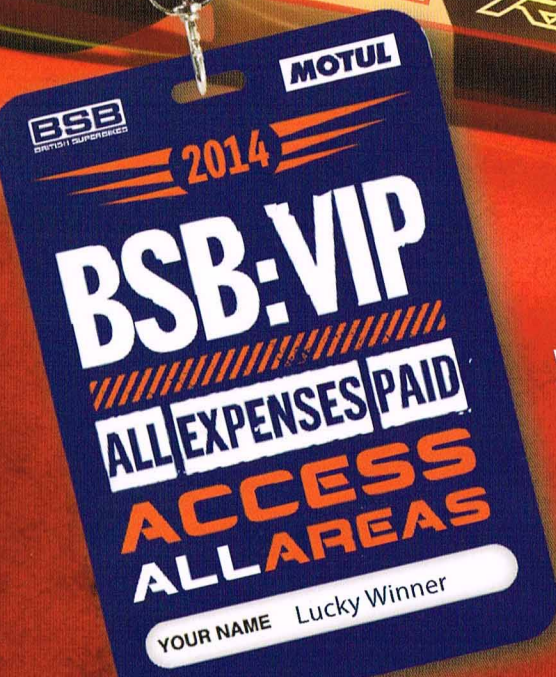
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Consistency pays

In essence this is a case of two for one, as the Motul British Motostar Championship continues with two categories and two titles at stake, as riders compete aboard either four-stroke 250cc Moto3 or two-stroke 125GP machines. Jordan Weaving and Edward Rendell are the respective leaders at the moment, both models of consistency.

South African Weaving has not finished outside the top two so far, with a pair of victories and three second-place finishes aboard his Jordan/Burkert KTM. Nothing, however, has been easy for him, as Joe Irving (Redline KTM) has been

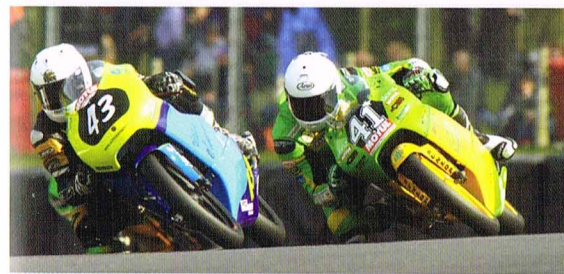


at Oulton Park with a stylish victory over Taz Taylor (FPW/Hookless Holidays Honda). Second at Snetterton, Rendell was back out front at Knockhill at the expense of Arnie Shelton (e3Motorsport Honda) to take his second victory of the season.

In between his two victories, it was Bradley Ray who took the glory in

Norfolk aboard the FAB Racing EE125, and he repeated that success last time out at Brands Hatch; though he is extremely competitive, his appearances have been limited. Keep an eye on Elliot Lodge (SP125/Spike Racing Honda) and Josh Owens (RCD Motorsport Honda) as their experience widens.

The championship, designed to bring on young, upcoming talent within a professional environment, enjoys a buoyant entry, among them Georgina Polden (RS Honda), a young lady who has enjoyed success in other series which she is keen to replicate here in the 125GP category.



a constant problem, winning twice, and rueing a costly no-pointer at Oulton Park, which leaves him second in the standings.

American teenager Jayson Uribe has racked up three podium finishes to be in the ball-park to challenge for end of term honours, but the FPW/RSR Honda rider needs to make it to the top step of the podium to really underline his challenge. That is something that Aussie youngster Olly Simpson (KTM) did last time out at Brands Hatch, as he enjoyed his maiden race win in the series... and that could be just the start of things to come.

James Hobson has run consistently on the Two4 Motorsport/RS Honda to stay ahead of Chris Taylor and Sam Burman in the standings, while Ernst Dubbink has fleetingly shown the potential of his Honda. Charlie Nesbitt, racing for Repli-Cast, Mike Brouwers, Chris Taylor and Joe Thompson should also be in the reckoning.

In the 125GP category, Rendell (Banks Racing Honda) is the form rider. Like Weaving, he has not finished off the podium so far, though his third place last time out at Brands Hatch leaves him four points down on the South African in the combined standings.

Rendell's campaign began with a second place on the Kent Indy circuit as Ryan Saxelby took the maximum points haul, but the Banks rider took over at the front next time out



From top: Irving, flanked by Weaving and Dubbink on the Snetterton podium; Shelton (43) and Taylor (6) are both fighting Rendell (12) for 125GP points

Dave Fern





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Target practice

Danny Buchan powers into this sixth round of the Pirelli National Superstock 1000 Championship with a target on his back. The Tsingtao WK Kawasaki rider is the man to beat but, as his rivals will tell you, that is easier said than done.

Buchan has won four of the five races so far and, in the one in which he did not triumph, at Snetterton, he finished second as defending champion Hudson Kennaugh got the better of him. That showed that Buchan can be beaten... and he was given a real run for his money last time out at Brands Hatch, too, when Honda's Jason O'Halloran chased him down, to cross the line just a 10th of a second down.

It was close, but Buchan was delighted, as he had at last conquered the Kent circuit, as he explained: "I've never really got on with the GP track, even though it's my favourite circuit. The goal was to go there and take away as many points as I could, so to take the win is immense for me."

"The ZX10R was superb throughout the race, even though I thought we might struggle in the heat and, yes, I got it a bit sideways on the final turn, but I held on for the win."

That was almost understatement ~ the bike snaked wildly and looked all set to pitch Buchan over the top, but he held on to take the win and is now focussing on more of the same here. Aussie O'Halloran has three

times finished runner-up to him and could turn the tables here by using the slip-streaming battles to good effect... although it could well be that BMW power will be the telling factor.

Lee Jackson, winner of the Superstock 600 crown, is coming on strong aboard the Buildbase BMW, gaining experience and using it to good effect; he is third in the standings, with his last two race results, second and then third, boosting his confidence. He is a battler, which was underlined at Brands Hatch where he took the fight to Buchan, briefly nosing ahead... and that is a sign of things to come from the Lincolnshire lad, who enjoyed his Superbike debut at the Kent circuit.

He will be at the sharp end here, which is also key to Kennaugh's plan as he lines up on his Linxcel Trix Moto BMW, having run a close fourth last time out, which boosted him after his demise at Knockhill. The former South African Superbike Champion has a fight on his hands to retain the 'Number 1' plate, but you can be assured he will be giving it everything.

Nothing will come easy, however. Filip Backlund (SMT Kawasaki), the only rider other than young Jackson to rack up points in every round, will be on the mark, while others to have visited the podium include Josh Elliott (GA/Homer Racing Kawasaki) and PR Racing's David Johnson. Watch out, too, for



Johnny Blackshaw, who rides Kawasaki in the colours of Accident Advice Solicitors Racing, and the experienced Freddy Foray on his Honda.

And what price Luke Quigley making a big impression on the race aboard the superbly-prepared JHP/Ducati Coventry bike? Long odds, maybe, especially with Buchan in his current sparkling form.

Dave Fern

From top: Buchan (83) the way most riders see him; Johnson (20) and Jackson (14) have both seen the podium; Buchan and Kennaugh (1) lead the field



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Photo: Montero F.

Pirelli National Superstock 600

Leadership challenge

With two wins in the last three races, Kyle Ryde is taking the challenge for the Pirelli National Superstock 600 Championship to series leader Andy Reid, whose impressive form so far this term has won him a two-year deal to race on with Shaun Muir's team, which was confirmed at Brands Hatch two weeks ago.

Riding in FFX Yamaha colours, Reid had made a steady start to the campaign, running fourth on the Brands Hatch Indy circuit back in April, as James Lodge (Moto-Breakers Kawasaki) took the opening round glory ahead of Mason Law, with Joe Collier third.

Next time out, it was Reid who hogged the limelight with his first success in national action, as he headed off the determined Collier aboard the Be Wiser Kawasaki. The Newtownabbey rider then took centre stage at the World Superbike-supporting round on the Donington Park Grand Prix circuit, with Lodge second and young Joe Francis third.

Reid posted his third victory in the Scottish round at Knockhill, when Tarran Mackenzie enjoyed his best result to date, finishing second on the Team WD-40 Kawasaki at a circuit where his proud dad Niall, three-time BSB Champion and Grand Prix legend, had cut his racing teeth.

The man of the moment, Reid has had his immediate future secured by Muir's decision to sign him, the boss of the BSB Milwaukee Yamaha team explaining: "I have been very impressed with Andy since we started working with him and he has continued to prove that he is a very talented rider. I have been watching him closely and he has the potential to be a star of the future ~ he is a young rider with lots of ambition and we are happy to confirm that we will continue working with him for the next two seasons.

While the future looks very bright for Reid, he first has to focus on the immediate job in hand and that is to seal this title... and that will not be particularly easy as Ryde (PacedayZ Trackdays Yamaha) means business, as he has proved with winning rides at Snetterton, then last time out on the Brands Hatch Grand Prix circuit. Like Lodge, Ryde is a former winner of the British 125GP crown, and more silverware on his pedigree will help boost his highly-promising career.

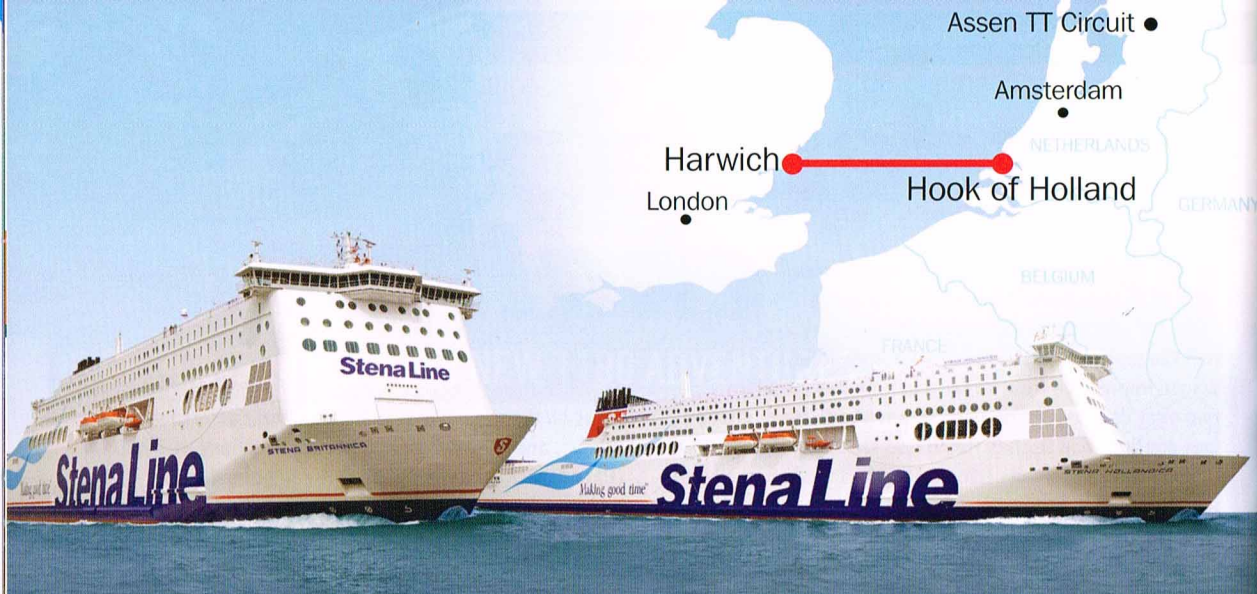
Collier is currently third in the standings, but well placed to challenge and, like the two riders above him, is having a consistent time, apart from a mid-pack struggle on his local Donington Park circuit. Otherwise, he has taken four podium finishes, two of them second places. His team-mate Nick Anderson is a gathering force, while Spain's Aleix Aulestia is getting to grips with the often frenetic action this championship can usually be counted on to provide ~ both are in the top 10, although have not yet made it on to the podium.

Andrew Irwin (Be Wiser Kawasaki) showed well last time out, finishing third, on the back of a fifth place in the previous Scottish round, to draw level on points with Law; since his second place in the opener, Law's only points finishes have been third at Snetterton, then just one point for 15th last time out. At the halfway point of the season, he needs consistency... but then that is the key word for them all.

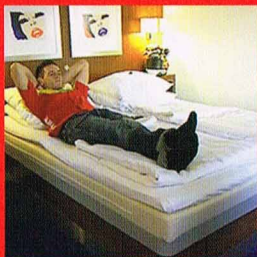
Dave Fern



From top: Ryde (97) is taking the fight to Reid (67); Collier (11) is in with a shout; Law (22) takes a tumble; packed grids make for stunning action



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Eastern Airways British Sidecars

None but the brave

It would be a brave man to bet against Sean Hegarty and James Neave taking the Eastern Airways British Sidecar crown. So far, they have taken just about everything before them, winning all but one of their nine races... but nothing is ever certain in racing, and that is what is driving Roger Lovelock and Aki Alto on in their quest to put one over the Suffolk outfit.

Lovelock, who took the crown a couple of years ago, is the only driver so far to have got the better of Suzuki-powered Hegarty and that lone success came in the middle race of three in the opening round on the Brands Hatch Indy circuit. Since then, Lovelock and his BMW-powered outfit have not been off the podium, five times second and once third. It is this



consistent run of form that keeps him and Alto in contention and ready to pounce should the rampant Hegarty hit problems.

While that gives a reflection of the current form book, Hegarty is relishing the opportunity to add to his score here on this high-speed Hampshire circuit, but he has great respect for Lovelock having raced him for a number of years and knows that, if anyone can do anything to beat him, then the former champion is the man.



What of the rest? The top two steps of the podium have been largely the domain of the two crews at the top of the championship table, but there has been some spirited battling to take the positions behind: Andy Peach and Charlie Richardson have been highly competitive, witness their two second and two third places, which have kept them just ahead of Mark Edwards and Lee Barrett.

Craig Chaplow, who has Isle of Man TT winner Patrick Farrance in the chair, has been a strong top six runner across the season and is aiming higher, while a little more consistency from Tony Brown and Ashley Hawes could have hoisted them up the standings - three of their five points-scoring finishes have been third places.

Ben Holland and Lee Watson started their season well, with three good rides at Brands Hatch, including a third place, but have not been able to replicate those results subsequently. Even so, they have been among the top dozen runners in most races, as have Stephen Kershaw and Rob Wilson whose best result, fifth, came last time out on the Brands Hatch Grand Prix circuit.

That was also the case for Ricky Stevens and Ryan Charlwood, who finished third in the first race two weeks ago, their best of the season. They will be gunning for more of the same here, and in common with the rest of the grid will be giving everything to try to reel in the runaway series leaders Hegarty and Neave... tall order that it might be!

Dave Fern

From top: Hegarty/Neave (33) have won eight out of nine; Edwards/Barrett (8), Holland/Watson (60), Brown/Hawes (57) have all been on the podium; Lovelock/Alto (1) won at Brands





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TriStar R & G Triple Challenge

Close encounters



Both Freddy Pett and Phil Atkinson have come close to winning this one-make title in the past... and are determined to go one better this year. Pett currently has the advantage over Atkinson as they battle to be crowned TriStar R & G Triple Challenge Champion.

It is proving to be an exciting series, with four different winners in the opening four races. Pett set the benchmark with victory on the Brands Hatch Indy circuit in the first of 10 races so far run, but was held back in second place by Atkinson, then Sam Cox as they battled through to leave Kent with honours pretty well even after the opening triple-header weekend.



On to Cheshire and Oulton Park, where Tom Carne, who had a tough opener to the season, showed his real form, with a stylish winning ride ahead of Atkinson and Pett, though he was unable to complete the double, having to settle for fourth in the weekend's second race which was won by Pett from Cox.

The World Superbike supporting round at Donington Park provided more challenges, as the action took to the Leicestershire Grand Prix circuit. Pett was soon at home, clocking up his third victory but Atkinson was not too far adrift, nor was the fast-emerging Scott Pitchers in third. Pett went from hero to zero in the second race, however, not troubling the scorers, while another second place meant it was Atkinson who gained most, although Cox was elated to take his second win of the season.

Snetterton hosted the fourth round of the series, and with it a second triple-header challenge to fully test the riders across the weekend. Top scorer was Pitchers, with third place followed by a winning double that moved him into third in

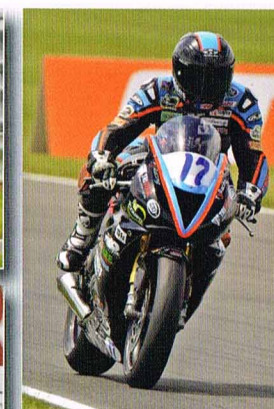
From top: just 20 points cover Pett (66), Atkinson (3) and Pitchers (111) in the standings; Carne (17) won at Oulton Park; Thompson (50) has closed in on the Cup title chase, winning the last four races

the standings, only four points down on first-race winner Atkinson who, after finishing fourth in the middle race, slipped out of the third.

Pett, in his fifth term of Triumph action, while unable to take the top step of the podium, took some consolation from a pair of seconds, either side of a fifth place, which gives last

year's runner-up a 16-point advantage over Atkinson coming into this round.

Pitchers, last year's Cup Champion, is handily placed to overhaul them while Cox, the winner of the Triumph Young Guns last year, is fast proving a force to be reckoned with as he builds on the experience also



gained in British 125GP action.

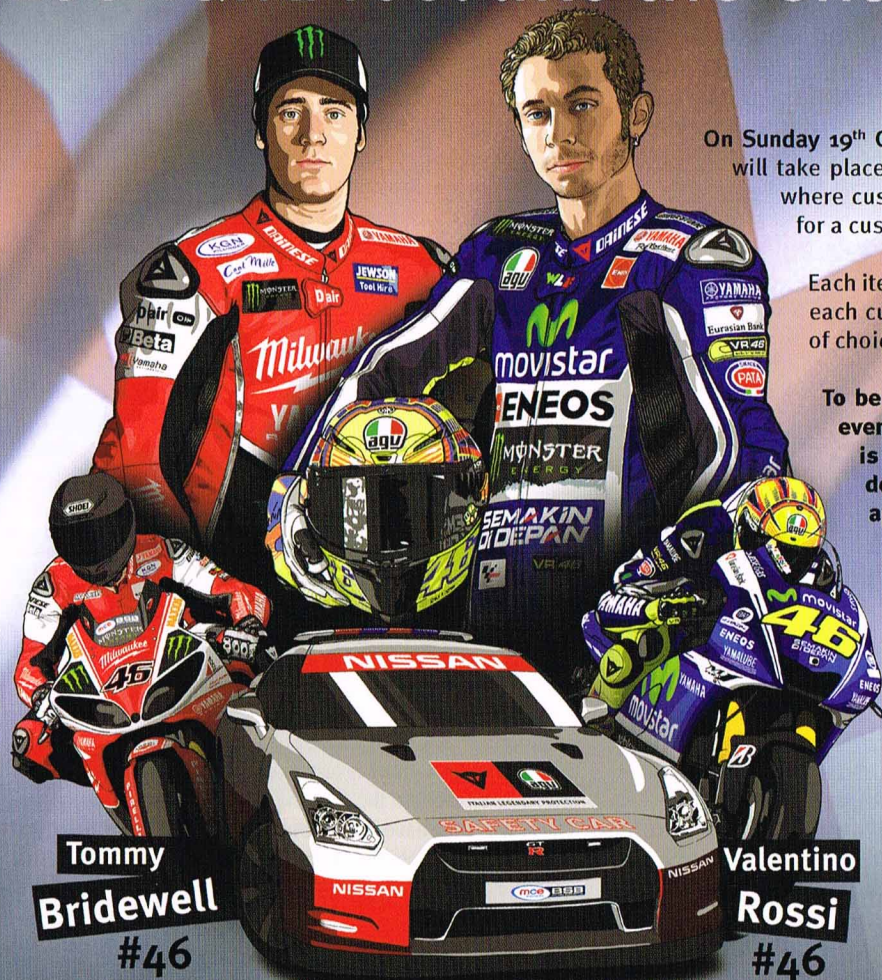
Adding to the action keep an eye on Jesse Jones and Sam Middlemas, both of whom have been consistently in the points while, in the scrap for the Cup category there is all to play for between Andrew Lund and Sam Thompson. There is just a couple of points between them as, apart from the opening race of the season, won by Oliver Hill, they have shared the remaining victories. Even so, they are only 18 points up on the ever-consistent Terry Lewis, who is well placed to take charge.

Dave Fern



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complex matters

Run For It! takes place here at Thruxton Circuit, on Sunday, September 14, a fund-raiser for the Hampshire and Isle of Wight Air Ambulance, which is also the nominated charity for this weekend's sixth round of the MCE Insurance British Superbike Championship. You can choose to raise money for any charity or organisation . . . or just run for the fun of it! All of your entry fee will go to HIOWAA. As regular visitors will know, the circuit is 2.356 miles long (3.793km) and you can elect to run, jog, walk, or even just toddle around it. New this year, for serious runners, is a Half Marathon distance, which is six laps of the Circuit ~ please note, however, that this is for runners aged 15 and over. For further information, go to www.hiow-airambulance.org.uk/event/run-for-it-2014/



Thruxton is known as the fastest circuit in the UK that features regularly in the calendars of the country's premier series on two and four wheels, MCE BSB and the Dunlop MSA British Touring Car Championship. It is a circuit that favours the brave and creates some superbly close action in both disciplines . . . with Superbikes currently the faster of the two.

MCE BSB lap record-holder here is Gregorio Lavilla, who clocked a time of 1m 14.890s ~ average speed 113.25mph/182.26kmh ~ on his Airwaves Ducati in the second race back in April 2006. His team-mate Leon Haslam had gone more than a quarter-second quicker on his way to pole position, but lap records, of course, are set only under racing conditions.

The current BTCC lap record is just over three seconds slower, at 1:17.949 (108.81mph/175.11kmh); it was set in the very first race of the S2000 era of BTCC regulations by James Thompson in a Vauxhall Astra Coupe, although he went more than 1sec quicker in qualifying (1:16.747).

Unfortunately, a direct speed trap comparison for these two laps is not available for the fastest stretch out the back of the circuit, where Superbikes are regularly clocked exceeding 150mph, but the start-line speed trap shows more 130mph for Superbikes, compared with just over the ton for cars. That said, speeds approaching 170mph were claimed for the dominant Ford Sierra RS Cosworths of the 1980s!

The fastest BTCC lap of Thruxton was set towards the end of the Supertouring era by Jason Plato, still a front-runner in the series, with a record 82 wins to his credit since 1997. In 2000, he was driving a works Vauxhall Vectra, in which he lapped Thruxton, which had recently been resurfaced, in 1:13.272s (115.75mph/186.28kmh)

MCE Insurance is introducing an incredible addition to its fully-comprehensive insurance policies: Free trackday cover for all. After listening to customers, MCE has also made some other changes to policies, including free protected no claims bonus, flexibility on modifications, and 183 days' European cover. This has played a huge part in

MCE's rise to become the number one bike insurer on the Review Centre. This latest addition is a motorcycle insurance first. Trackdays are a fantastic way of getting you and your bike on track and, with the new cover provided by MCE, you'll be free to ride on any circuit with the peace of mind your machine is covered subject to an excess for any accidental damage.

MCE's Group Chief Executive, Julian Edwards, said: "We've been working on creating the perfect policy for a biker by listening to customer feedback. Trackday cover was something a lot of people were after so we've ripped up the rule book and are going to give it to bikers free of charge on all fully comprehensive policies. We believe at MCE that bikes are made to be ridden and your insurance cover should never stop you from doing this."


For more information, why not give the UK's number one motorcycle insurer a call on 0844 338 69 08 or visit www.mcebikes.com

Shane Byrne added another title to his list of achievements at Brands Hatch two weeks ago, when the 'King of Brands' was crowned for the first time since 1983. The unique trophy, commissioned by presenting sponsor Monster Energy, was awarded to the rider who scored the highest number of points in what turned out to be two dramatic races ~ despite failing to win either of the day's races for the first time this season, second and fifth place finishes was enough.

The Rapid Solicitors Kawasaki rider said: "It feels pretty special to have won the King of Brands trophy, because it is something that has been won by some really impressive riders in the past. To win a trophy that is unique to Brands Hatch, which is well-known as my home circuit and one of my favourites, makes it even sweeter."

The King of Brands roll call began with Grand Prix star Derek Minter in 1965, and includes local legend and 125cc Grand Prix title-winner Bill Ivy, and double Grand Prix champion Barry Sheene, the only rider to have won the trophy three times, between 1972 and '77.

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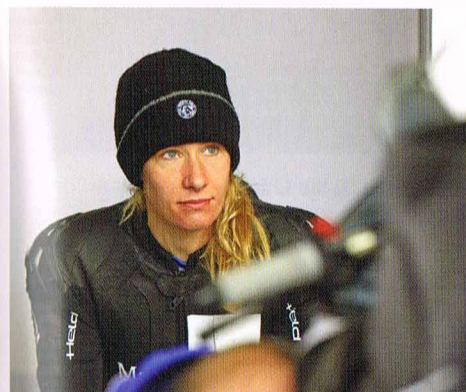
complex matters

Birthday congratulations are in order for Jenny Tinnmouth, who can claim a formidable list of 'firsts' for lady riders in competition. Her birthday falls on Sunday, so her Two Wheel Racing outfit will no doubt be hoping for a repeat of last year, when she made history by becoming the first lady to score a point in MCE BSB aboard her Honda CBR1000RR Fireblade.

Jenny is the current female Isle of Man TT lap record holder ~ she broke the

record during her first-ever TT in 2009, gaining a Guinness World Record for this achievement, then lowered it the following year, taking the record to an average lap speed of 119.945mph, receiving another Guinness World record for this achievement. In 2012, in addition to her racing achievements, she received The Women's International Film and Television Showcase International Visionary Awards 'IT Girl', awarded in Los Angeles, for her commitment and dedication to her sport, sighting her as an inspiration to women across the spectrum of all ages around the world.

Others with cause to celebrate on or around this weekend are Milwaukee Yamaha's Tommy Bridewell, who only has half an hour or so to travel to Thruxton from his home in Yeovil ~ he turns 26 on Monday ~ and FFX Yamaha's Ian Hutchinson, who will be 35 next Sunday.



Talking of birthdays and such things, and having compared MCE BSB and BTCC already, here's a final thought: both series have at least one teen-aged competitor. At 17 years of age, Harry Hartley became the youngest-ever points-scorer in MCE BSB earlier this year while, in the BTCC, the honour of being the youngest competitor is held by

Aiden Moffat, who turns 18 in September. And that small piece of research then produced the following useless statistic of the day: the average age of the MCE BSB grid is 31.1 years (the oldest being Michael Rutter at 42), compared with the BTCC grid at 34.2 (the oldest being double Champion Alain Menu at 50). Not a lot of people know that!

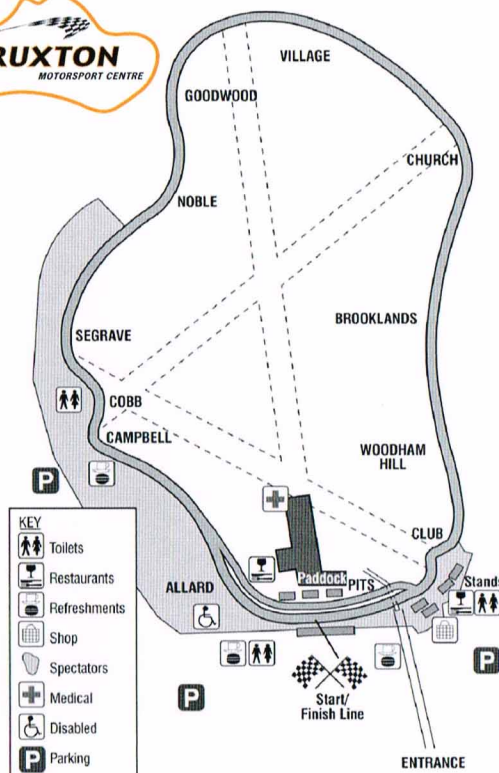


Podium Points

Rider	Entrant	Wins (5pts)	2nd (3pts)	3rd (1pt)	Points
Shane Byrne	Rapid Solicitors Kawasaki	6	3	0	39
Josh Brookes	Milwaukee Yamaha	1	3	0	14
Ryuichi Kiyonari	Buildbase BMW	2	1	0	13
James Ellison	Lloyds British GBmoto Kawasaki	0	1	6	9
Josh Waters	Tyco Suzuki	1	0	0	5
Chris Walker	Lloyds British GBmoto Kawasaki	0	1	1	4
Richard Cooper	Anvil Hire TAG Racing Kawasaki	0	1	0	3
Tommy Bridewell	Milwaukee Yamaha	0	0	1	1
Stuart Easton	Rapid Solicitors Kawasaki	0	0	1	1
Keith Farmer	PR Racing Kawasaki	0	0	1	1

The top six riders in the championship standings after round nine of the championship become the Title Fighters in the Showdown and have their points elevated to 500 ~ podium

points earned in the Main season are added to this total. These six then fight it out over the final three rounds in a bid to become the 2014 MCE British Superbike Champion.



Thruxton Circuit, home of the British Automobile Racing Club and fastest racetrack in Britain, this year celebrates its 46th Anniversary, having been re-opened by the club in 1968.

The outright circuit record is held by Earl Goddard in a Reynard 95D, in a time of 1m 01.96s, 136.88mph/220.30kmh, set on September 10, 2000

Thruxton hosts seven race meetings this year, two highlights of which have already passed: the Easter Revival Meeting, organised by the HSCC, reminded one and all of the circuit's distinguished heritage, while the Dunlop MSA British Touring Car Championship produced some close and exciting races. Yet to come is the welcome return of Formula 3, in just two weeks' time, making August a month to remember at Thruxton. Variety each season is provided by the monsters of the truck racing world and a broad spectrum of club car and motor-cycle categories

Catering and bars are open at the following times this weekend:

The Goodwood Suite, situated in the Paddock, with full seated restaurant facilities and licensed bar: open from 0730 on race days for breakfast and meals throughout the day

2014 race meetings

Saturday/Sunday, April 19/20 ~ Thruxton Easter Revival

Saturday/Sunday, May 3/4 ~ Dunlop MSA British Touring Car Championship

Saturday/Sunday, June 14/15 ~ British Truck Racing

Friday-Sunday, August 1-3 ~ MCE Insurance British Superbike Championship, in association with Pirelli

Saturday/Sunday, August 16/17 ~ Cooper Tires British Formula 3 International Series

Saturday, September 20 ~ BARC Race Meeting

Saturday, October 11 ~ NGRCC Motorcycle Race Meeting

The Jackaroo Bar, situated by the Chicane, with seated restaurant facilities and licensed bar: open from 0900 on race days until racing finishes

Grandstands are situated at Club Corner overlooking the Chicane ~ one is for the Public, the other for BARC members. Grandstand users are requested to remain seated so as not to spoil other people's enjoyment of the racing.

Paddock for those who like a closer look at competing bikes and riders, access to the Paddock is via the Pedestrian tunnel. Admission is either by BARC members' day badge or, for non-members, on payment at the tunnel.

Pits walkabout there will be a pits walkabout at most race meetings (see timetable on page 27), so that spectators may get closer the bikes and riders competing in the day's main races. Open to everyone, the entry and exit is via the circuit crossing and pit lane entry.

Booking forms for future meetings, BARC insignia, BARC membership details and other information are available from the BARC shop.

Lost property and lost children may be taken to or claimed from the shop.

Toilets there are ladies and gents toilets behind the Pits, at the bottom of the Paddock, in the Restaurant, next to the Chicane Bar, and at Allard and Campbell corners.

Car parking vehicles are taken into the car park on condition that Thruxton (BARC) Ltd shall not be liable for loss or damage to the vehicle, or to any part or accessory thereof, or to anything left in or about or with any vehicle, in whatever way or by whatever means such as loss or damage may be caused.

Camping for those who wish to stay overnight, either under canvas or in a caravan, an area has been set aside. Please contact the circuit for details.



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