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Spain's Gregorio Lavilla, BSB Champion in 2005, took a superb double win on his Airwaves Ducati at Brands Hatch last weekend to get his season off to a perfect start... but the warning bells have been sounded by the 'new order'. HM Plant Honda's Jonathan Rea claimed pole position, a fastest lap and two podium finishes, while Leon Camier filled the other podium slots on the Bike Animal Honda. There will be fireworks this weekend, as Dave Fern reports

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one aim in mind... to foster rising talent, with experience on- and off-track

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The arrival of two all-new machines promises to add further dimensions to races that are always both over-subscribed and highly-competitive... although it was the tried and tested that prevailed at Brands Hatch

Front cover, clockwise from centre: the Bennetts British Superbike Championship is a showcase for manufacturers and top quality riders - these five, seen on their 2007 bikes, have won nearly 90 races between them: Ryuichi Kiyonari, Leon Haslam, Chris Walker, James Haydon and Michael Rutter

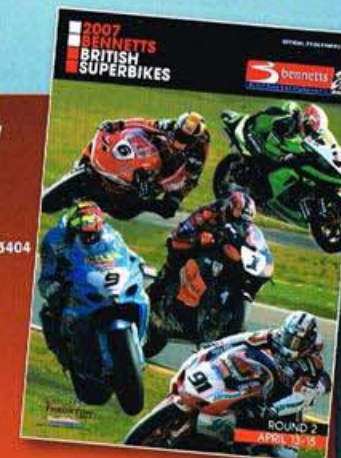
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## welcome messages

**A**fter a dramatic opening round at Brands Hatch, we arrive here expecting more of the same at what is always the fastest, most closely-fought, action in the Bennetts British Superbike Championship.

Gregorio Lavilla is the man in the driving seat, having completed an opening round winning double... but he knows that the new breed of young British riders will again be giving him a stern test. The hard, determined, style of both Leon Camier and Jonathan Rea points to a big future for them both while, for the racegoer, it means thrilling and intense duelling for supremacy as they mix it with the 'old guard'.

At Brands Hatch, we saw lap records shattered - coming here to Thruxton, you can expect to see Britain's fastest-ever motorcycle race, with speeds approaching 200mph on the approach to the Park Chicane.

But remember, the quality of the action will not be confined just to the two Superbike races, with the promise of close action throughout the whole supporting programme.

Enjoy the unique spectacle that Thruxton provides, especially those last lap shoot-outs that we have enjoyed over recent years.

**Stuart Higgs**  
Series & Race Director  
Bennetts British Superbike Championship

**W**elcome to round two of the 2007 Bennetts British Superbike Championship, here at Thruxton. With the action of Brands Hatch now over, we are looking forward to another weekend of great competition as Gregorio Lavilla defends his early-season lead.

Last weekend at Brands saw plenty of the excitement that we have come to expect from the BSB Championship and, while the racing took a break, the Bennetts Bike Orchestra entertained the crowds with its unique sound of a symphony orchestra playing alongside bikes, as part of the Rev for a Reason campaign. Rev for a Reason aims to raise awareness of bikers on the roads to other motorists... and the orchestra certainly attracted plenty of attention.

While 2005 champion Lavilla's success aboard the Airwaves Ducati has put him in a strong position - much like last year - reigning champion, HM Plant Honda's Ryuichi Kiyonari, is hoping to kick-start his campaign here with a pair of good results, after a disappointing time last weekend.

Don't forget to look out for the Bennetts Babes in the Paddock, and we hope you enjoy your day at the Bennetts British Superbike Championship.

**Kal Samra**  
Managing Director  
Bennetts

**I**t is always a pleasure to welcome the Bennetts British Superbike Championship and its enthusiastic supporters to Thruxton. The Superbike Championship and the attendant support races seem to get better year-by-year even though, while sitting on the edge of our seats, we believe this to be impossible.

Being the fastest circuit on the Superbike calendar, Thruxton is always going to test both rider and machinery to the limit, which inevitably will produce thrilling and close action. Many of the riders from previous year's championships who have moved on to MotoGP or World Superbikes have commented that the nature of the circuit is very akin to those that they face in world competition.

The British Superbike Championship is, without doubt, the best and most fiercely-contested national competition anywhere in the world, which is a great credit to the MCRB, MCRB Events and Dorna.

Many thanks to all of the officials, a safe and good weekend's racing to all of the riders and teams... and a special thank you to you, the fans, for visiting us here at Thruxton. We hope you have a great event and a safe journey home.

**Dennis Carter**  
Chief Executive  
Thruxton Circuit





**Gregorio Lavilla's 2007 Bennetts British Superbike campaign got off to the best possible start, with a maximum points haul from a superb double win at Brands Hatch on his Airwaves Ducati last weekend... but the warning bells have been sounded by the 'new order'**

# Cracking start

race, but he had to settle for fifth- and eighth-place finishes, while Leon Haslam finished sixth and fourth on the second Airwaves Ducati.

The Stobart Vent-Axia Hondas started the season in encouraging form, too, former champion Shane 'Shakey' Byrne's fourth place in the first race well-complemented by the performance of his team-mate, another Superbike newcomer, the gritty Yorkshireman Tom Sykes, who picked up a seventh and fifth.

And, so you can see that there is an interesting blend of youth and experience to take into account in what promises to be a pair of interesting races here - last term it was Lavilla

**H**M Plant Honda's Jonathan Rea claimed his third pole position and his first fastest lap, also finishing third and second in the two races, while even more impressive was Leon Camier on the Bike Animal Honda: the former British 125 GP and Supersport Champion translated a front-row start on his Superbike debut



into the early lead of the first race, then survived heavy contact with a charging Lavilla, which unsettled both machines, to finish second and third.

Aboard his Rizla Suzuki, the returning Chris Walker was Camier's major threat in the early part of the first

who reigned supreme, with an early-season start that suggested he was going to power clear of the pack in his efforts to retain the crown; but for a mid-term blip, he might so easily have done just that.

He brings a wealth of skills into the

action but, like so many of his rivals, the Spaniard feels that he has unfinished business in other series; he would welcome a return to World Championship action... and that is certainly uppermost in the minds of the young guns who will be scrapping for points here.



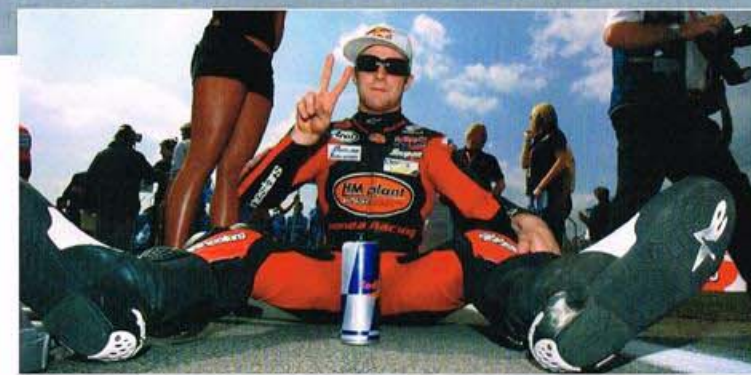
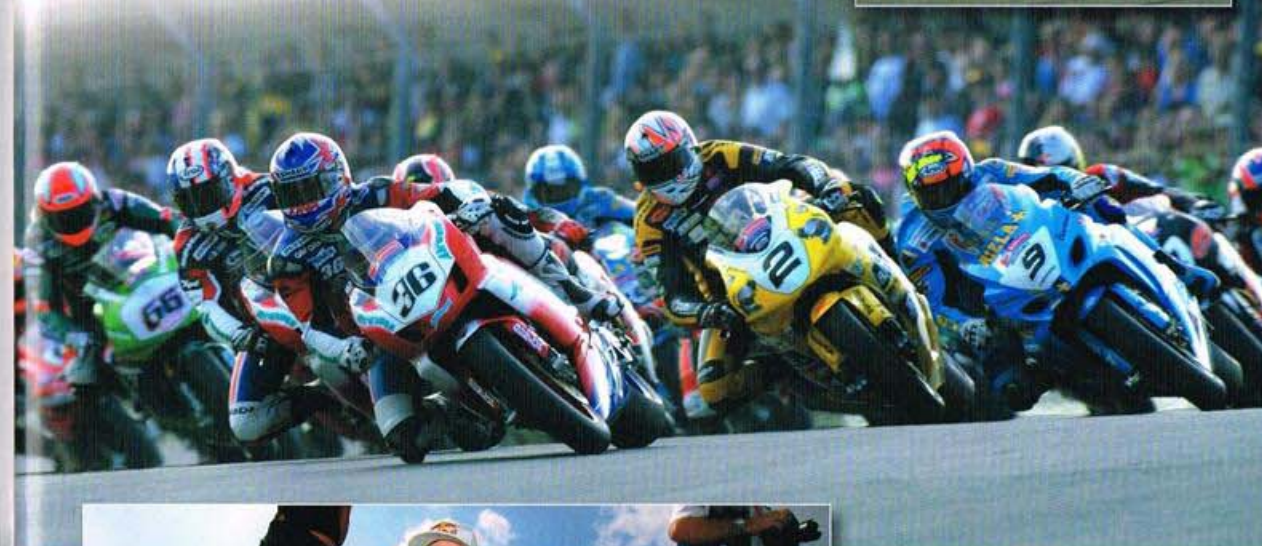
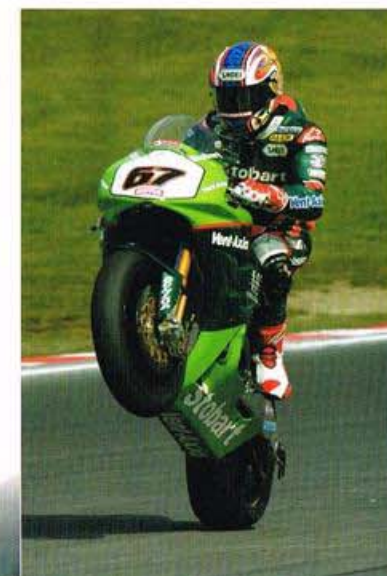
While the experienced Lavilla got to spray the champagne twice at Brands Hatch last weekend, he was made to work hard for it... not least by Superbike debutante Camier on the distinctive yellow Bike Animal Honda

His team-mate Haslam is among them. To many observers, he is an 'old hand' in the racing world, having packed so much into his career already - the 23-year-old son of former Grand Prix ace 'Rocket' Ron has lived in the fast-lane for much of his life, taking to two wheels almost as soon as he could walk.

He cut his road racing teeth by winning the National Scooter Championship, but hit the headlines with victory in the British Grand Prix-supporting Honda CB500 race. Then a 14-year-old, he was racing that particular bike for the first time but his skills shone through, a factor that did not go un-noticed by the team bosses. He moved quickly through 125cc, 250cc Grand Prix into the top flight of

right this time around but, in an International field that includes not only Lavilla, but reigning champion Ryuichi Kiyonari and the experienced Australian Dean Thomas, he has to take on a host of young, upcoming and highly talented home-spun riders.

Rea has set himself a tough target. The 20-year-old from Ballyclare wants nothing less than the British title this year, to fast-forward himself into World Championship action. It is not a case of talking himself up, far from it. He is a modest, calculating rider who, during the 'phoney war' of pre-season testing, showed that his move to the Michelin-shod HRC factory-backed Fireblade was well deserved.



The contrast in experience is particularly marked this season and promises a superb championship; former champion Byrne (top) is reunited with Paul Bird Motorsport, while Rea (left) is determined this will be his year

Supersport race, smashing his right leg, thigh and hip.

He remembers: "I thought when Neil and Linda Pelham of Red Bull, the sponsors of my bike then, came to see me in hospital and offered me a Superbike ride for the 2005 season they were feeling sorry for me, as people were saying the crash could have ended my career. But they showed me e-mails and correspondence that had been going on before the crash, pointing me into that direction."

Rea still recalls the incident when, at

500cc racing, also contesting World Superbikes, before returning to domestic action.

Haslam Junior narrowly missed out on his goal of the title last year, and reflects on a couple of tumbles that, in the final analysis, cost him dearly. That is something he is determined to put

He is just into his third term in Superbikes, having been told by Honda racing supremo Neil Tuxworth that he should move into the 'big bike' arena while he was lying in a hospital bed, fearing that his racing career might well be over. Rea had crashed heavily during the 2004 Knockhill British



150mph, he discovered the brakes on his bike were not working as he charged into the first corner. "It was scary, very scary, no front brake. I remember everything about it. I wasn't knocked out, I wish I had been, then woken up eventually in a hospital bed. It was all quite terrifying, really bad."

Three operations, a bone marrow protein injection and a bone graft later, he was back in action, though warned that his leg might not be strong enough to race and that



crash on."

That was a bizarre, but vital, turning point as Rea adjusted to the complexities of riding a Superbike, with the numerous tweaks that can be made, compared to a Supersport machine.

"I was born to ride bikes and want to be World Champion," he says with a knowing smile. "If I put my mind to something, I have to do it. This is not a hobby, or a sport... it is my life. I have to get out there and win. I consider myself lucky to have this opportunity. There could be people out there walking the streets who could be just as talented, but



another crash might cost him the limb. "Sure enough I crashed, here at Thruxton, high-siding at about 130mph. But I got up and stood on that leg. It was strong enough to race on and

not have the chance.

"I have to work for it, and can honestly say that this is the first year that I am being paid to do a job ~ last year I beat guys who were on £150,000

a year. That was very satisfying, and I have to thank my family and my personal sponsors for their support."

Rea, who has moved to Louth, to be near his team's headquarters, shares a house with three of the team technicians: "I needed to be there to prepare myself and to ensure that everything is in place. My aim is to win the championship ~ I have the tools and the ability.

"This championship is tough, there are four or five other very strong riders, but I want to progress. Next year, possibly, I could move into World Superbikes, though I am determined to be in MotoGP ~ Leon Haslam is the only other candidate who is a threat to me. I am four years younger than him and have to beat him."

There are some other 'hot shots' who will have something to say about



that. Cal Crutchlow, the British Supersport Champion, has high ambitions in his maiden Superbike campaign: the Coventry rider, who



*Clockwise from above: reigning champion Kiyonari (here chased by Hill) had a bad start to the season; no luck for Plater so far; Harris got into the top six; Rutter clocked two top 10 finishes*

spurned the chance of playing professional soccer for his home city team, has rapidly got to grips with his Rizla Suzuki. More than that, he has the experienced shoulder of his team-mate Chris Walker, four times runner-up in the BSB title chase, to lean on for tips and advice, although he ran down the order at Brands.

Big things are expected of Tommy Hill in his fourth year with the Virgin Media Optoma Loans Yamaha team. The rider who won the ride by taking the inaugural R6 Cup title is joined by the experienced James Haydon, who returns to the team for a third time.

The old guard will not take kindly to this host of youngsters moving in on their territory. Scott Smart is looking to head them off, now that he is back at



Hawk Kawasaki, which he said on signing up for Stuart Hicken's hard-working outfit "is like riding for your dad ~ it is all so friendly, with everyone working together."

Michael Rutter also rides Kawasaki, developing and racing the latest factory-backed machine with the MSS Discovery team, while Steve Plater heads up the AIM Yamaha team. Karl

## The story so far...

April 9, Brands Hatch Indy ~ Round 1, Race 1

- 1 Gregorio Lavilla (Airwaves Ducati)
- 2 Leon Camier (Bike Animal Honda)
- 3 Jonathan Rea (HM Plant Honda)
- 4 Shane Byrne (Stobart Vent-Axia Motorsport Honda)
- 5 Chris Walker (Rizla Suzuki)
- 6 Leon Haslam (Airwaves Ducati)

**Fastest lap** Lavilla, 1m 25.724s, 96.63mph/155.51kmh

~ Race 2

- 1 Lavilla 2 Rea 3 Camier 4 Haslam
- 5 Tom Sykes (Stobart Vent-Axia Motorsport Honda)
- 6 Karl Harris (Hydrex Honda)

**Fastest lap** Rea, 1m 25.755s, 96.59mph/155.45kmh

**Points** 1 Lavilla 50 2 Camier & Rea 40

**Manufacturers** 1 Ducati 50 2 Honda 40

3 Suzuki 19 4 Kawasaki 15 5 Yamaha 14

Harris, who lost his place in the factory Honda team to Rea, is keen to prove a point or two, as he rides the Hydrex Honda.

And, keep an eye on Sean Emmett. He is embarking on his 19th season of racing aboard the PR Branson Honda. "The Snetterton test last month was the first time that I had ridden any bike since the Silverstone round last year ~ it felt quick to be back on

it, but it made me smile, a good feeling."

That smile on the face could be a crucial factor for anyone and everyone in action ~ enjoying the job of racing is the key to success.

Dave Fern

*Clockwise from below: four-time runner-up Walker leads Camier and Haslam; Haydon just scraped into the points; Lavilla started well; Crutchlow's another newcomer with promise*





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# PIRELLI

# BABES

## ARE A HIT AT BRANDS HATCH!

Once again, the Bennetts Babes took the Championship by storm during the opening round of the 2007 season at Brands Hatch last weekend. The girls were as popular as ever as they graced the grid in Kent.

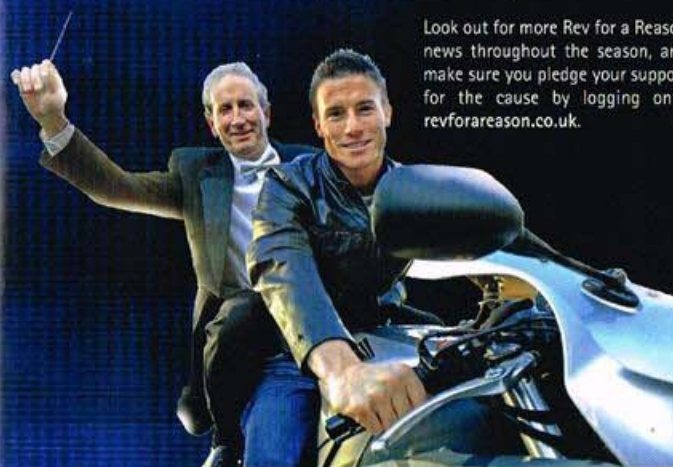
The girls first appearance was welcomed by fans and riders alike, and many happy fans left Brands with a photo of the new Bennetts Babes squad. The girls will be out and about at Thruxton on race day, so make sure you stop them and get that all important photo - a day at BSB would be incomplete without the Bennetts Babes!

If you would like to find out more about the Bennetts Babes, log onto [www.bennettssuperbike.com](http://www.bennettssuperbike.com).

## ORCHESTRA MAKES SOME NOISE FOR BIKERS

Those of you who attended last weekend's racing at Brands Hatch will no doubt have seen and heard the first performance of the unique Bennetts Bike Orchestra. Eight bikes formed part of the Orchestra, and performed alongside James Toseland on piano, and conductor Stephen Montague. The performance was a fun and memorable way to raise awareness of bikers on the road, as part of the Rev for a Reason campaign, and the orchestra was a big hit in the Brands Hatch paddock.

Look out for more Rev for a Reason news throughout the season, and make sure you pledge your support for the cause by logging onto [revforareason.co.uk](http://revforareason.co.uk).



## BRAND NEW WEBSITE FOR BSB FANS

For all the essential Bennetts British Superbike Championship information, look no further than [www.bennettssuperbike.com](http://www.bennettssuperbike.com). The new Bennetts BSB website is your complete guide to the Championship, circuits, teams, riders and of course the Bennetts Babes.

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## HM PLANT HONDA

Honda CBR1000RR Fireblade (Michelin)



### Ryuichi Kiyonari (JPN)

Age 24 Lives Louth, Lincs  
BSB races 70 since March '04, '06 Champion  
Wins 25  
Pole starts 6  
Fastest laps 15

1



### Jonathan Rea (NIR)

Age 20 Lives Ballyclare, Northern Ireland  
BSB races 48 since March '05,  
best season '06 (4th)  
Best results 3 x 2nd  
Pole starts 3  
Fastest laps 1

4



Honda Racing became the official team name for the Japanese manufacturer's entry in the BSB in 2003, prior to which, as Honda UK, it had enjoyed success in Superbikes with Steve Plater, and twice won the Supersport title with Karl Harris. For 2004 came title sponsorship from HM Plant and full factory support from the Honda Racing Corporation for the team's CBR1000RR Fireblades. Michael Rutter finished runner-up with six wins, Ryuichi Kiyonari sixth, with two. Both were retained for 2005 but, despite Kiyonari's 12 wins, the title again eluded the team, the exciting former MotoGP rider paying the price for inconsistency, finishing second. He rectified this last season, with a further 11 victories, clinching the crown in the final round, giving Honda its first success in the elite domestic series for two decades. Harris, who had replaced Rutter, came close to victory on several occasions, finishing fifth. In his fourth season, Kiyonari is joined by Jonathan Rea, a multiple motocross champion who impressed last season on the Red Bull Honda.

## BIKE ANIMAL HONDA

Honda CBR1000RR Fireblade (Dunlop)



### Leon Camier (ENG)

Age 20 Lives Wimborne, Dorset  
BSB races 2 since April '07  
Better result 2nd

2

Operating out of Honda's Lincolnshire HQ, but independent of the HM Plant equipe, this satellite team's goal is to encourage and support young talent, providing not only the latest-specification machines to race, but also opportunities to develop in all areas on- and off-track. In recent years, backing from has come from Red Bull and, as BikeAnimal.com takes over title sponsorship, the team is joined by former British 125GP and Supersport champion Leon Camier in Superbikes and Ian Hutchinson riding in Supersport and at the Isle of Man TT.



## HYDREX HONDA

Honda CBR1000RR Fireblade (Dunlop)



### Karl Harris (ENG)

Age 27 Lives Sheffield, North Yorks  
BSB races 68 since July '00,  
best season '06 (5th)  
Best results 4 x 2nd  
Pole starts 1  
Fastest laps 2

5



### Guy Martin (ENG)

Age 25 Lives Kirmington, Lincs  
BSB races 2 since April '06  
Better result 17th

15



Team Principal Shaun Muir raced in the 1980s and '90s, before switching to management in British Supersport; two years ago, he joined forces with Colin Appleyard, a long-time supporter of British racing and British riders, to enter a team in BSB. Initially the team ran one bike for Kieran Clarke, but later fielded a second machine for the experienced Steve Plater, who gave them a strong ending to the season with third at Brands Hatch, ahead of the factory Hondas. Now run exclusively by Muir, this hard-working team has HydreX backing for the third year, Karl Harris replacing last year's riders Gary Mason and Glen Richards and hoping for his first Superbike win, after coming close more than once. Shortly before the opening round, the team added to its Superbike line-up Guy Martin; he has made his name in road-racing – last year, he took four wins at the Ulster Grand Prix – and will also ride other key events for the team, including the Isle of Man TT, where he is the fifth fastest rider there with a lap at 127.68mph.

## ISILON MSS DISCOVERY KAWASAKI

Kawasaki ZX10R 2007 (Dunlop)



### Michael Rutter (ENG)

Age 34 Lives Kirkby Mallyore, Leics  
BSB races 257 since April '95,  
best seasons '02, '04 (2nd)  
Wins 25  
Pole starts 16  
Fastest laps 21

3

Formed in 2003, MSS Discovery is the amalgamation of two teams – MSS Kawasaki, started by Nick Morgan, and Discovery Racing, founded by Stuart Simmonds. Having run top riders such as Pere Riba in Supersport and French Superbike Champion Julian de Costa in Superstock and Superbikes, the team has a strong pedigree with Kawasaki, and is the factory-supported team in BSB 2007. It's a new challenge, but there is a wealth of experience to drive them forwards, plus one of motorcycle racing's top all-rounders, Michael Rutter, on the machine, aiming to bounce back after a tough time last year.



## VIRGIN MEDIA OPTOMA LOANS YAMAHA

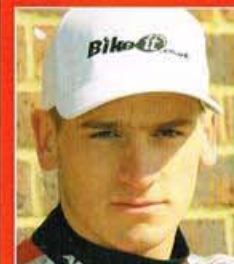
Yamaha YZF-R1 (Pirelli)



### James Haydon (ENG)

Age 32 Lives Berkhamsted, Bucks  
BSB races 150 since March '98,  
best seasons '00, '01 (4th)  
Wins 9  
Pole starts 1  
Fastest laps 15

6



### Tommy Hill (ENG)

Age 22 Lives Lingfield, Surrey  
BSB races 75 since March '04,  
best season '06 (8th)  
Wins 1

8



The engine room of this team is Rob McEneaney, an enthusiast with a strong all-round pedigree: as a rider, he had an illustrious career, competing in Grands Prix and enjoying British Championship victories and glory in the Isle of Man TT races; on switching to management, he has proved a visionary leader, full of ideas for the development and growth of the domestic scene, most clearly demonstrated by the Virgin Mobile Cup, which provides aspiring young riders with an opportunity to prove themselves in a professional environment. McEneaney has been the co-ordinator of the Yamaha racing effort in Britain since 1991 – in that time, he has guided the team to no fewer than eight titles, three with Niall MacKenzie in the new BSB era. The team is returning to the form that made it virtually unbeatable during that era and is in its eighth consecutive year of support from Virgin. The talented Tommy Hill returns for a fourth season, joined by the experienced former Grand Prix and World Superbike racer James Haydon, back with Yamaha for a third time.

## RIZLA SUZUKI

Suzuki GSX-R1000 K7 (Dunlop)



### Chris Walker (ENG)

Age 35 Lives Newark, Notts  
BSB races 108 since March '96,  
best seasons '97, '98, '99, '00 (2nd)  
Wins 20  
Pole starts 11  
Fastest laps 11

9



### Cal Crutchlow (ENG)

Age 21 Lives Coventry, Warks  
BSB races 2 since April '07  
Better result 13th

35



The Rizla Suzuki campaign is run by Dorset-based Crescent Racing, owned by ex-privateer racer Paul Denning since 1996; the team has won three British Supersport titles, one British Superbike title – with John Reynolds in 2004 – and numerous World Superbike podiums and a pole position. Denning is now in his third season as boss of the Suzuki Factory MotoGP team, while former racer Simon Buckmaster this year takes over running the British championship team from Robert Wicks, who is now Rizla Suzuki's commercial manager. Having won the title in 2001 for Ducati, Reynolds joined Rizla Suzuki the following year, charged with developing the all-new GSX-R1000 into a race winner, which was achieved by mid-season; it took until 2004 to win the crown, however, then his title defence was wrecked by injury, since when the team has struggled to reach its potential. Last year's riders, James Haydon and Shane Byrne, have moved on, paving the way for four-times BSB runner-up Chris Walker to return to the team, along with reigning Supersport Champion Cal Crutchlow.





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Post Code: \_\_\_\_\_

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**British Automobile Racing Club**  
Britain's best motor racing

## bsb championship team guide

### SAMSUNG SUPERBIKE TEAM

Suzuki GSX-R1000 K6 (Dunlop)



**Dean Thomas (AUS)**

Age 34 Lives Wakefield, North Yorks  
BSB races 107 since April '02,  
best season '05 (6th)  
Best result 3rd  
Pole starts 1  
Fastest laps 1

12

The Anglo/Italian Dienza Performance team enjoyed much success in British Supersport, with Honda then Ducati, and progressed into World Supersport as the Italian marque's official team. Since returning to British action in 2004, the team has raced in BSB, its riders including Danny Beaumont, David Johnson, Jon Kirkham and Steve Plater. With backing from Samsung Mobile and Vodafone, the outfit has switched from last year's Kawasaki to Suzuki for 2007, and welcomes former team member Dean Thomas, the only rider to score points in every BSB race in 2005, although last year was spoiled by injury.



### JENTIN RACING

Yamaha YZF-R1 (Dunlop)



**Simon Andrews (ENG)**

Age 23 Lives Evesham, Worcs  
BSB races 11 since July '06,  
best season '06 (23rd)  
Best result 8th

17

Following his own racing career, team principal Bernard Toleman took a long break from the sport before forming Jentin to help up-and-coming riders. In 2001, he ran Tim Lerego in Junior Superstock, then moved on to European Superstock, although an injury for Luke Quigley badly disrupted that campaign. Matt Llewellyn set the early pace in the 2003 National Superstock Championship until injury problems, but success came in 2004, with victory for James Ellison in the team's first year in the BSB Cup. Former Supersport front-runner Simon Andrews stays on the Yamaha, after some strong results late last year.



### TEAM NB

Suzuki GSX-R1000 K6 (Pirelli)



**Tommy Bridewell (ENG)**

Age 18 Lives Devizes  
BSB races 2 since April '07  
Better result 12th

18

Team NB takes over where Vivaldi Racing left off after its three years of competition – Norris Farrow, who masterminded the action for last year, is the driving force behind this new-look outfit which has secured support from Suzuki and funding from Naturally Best. The team, a marketing tool for fresh Lincolnshire produce – potatoes in particular – had a successful first season, running Ben Wilson to third place in the National Superstock Championship. It graduated to the British Superbike Championship in 2005, initially fielding two young riders, Wilson and Tristan Palmer, before running a third bike for Scott Smart from mid-season. Last year, in the rain lashed Donington Park round, Smart gave the team its first, and so far only, race win at this level. Runner-up in the 2004 Yamaha R6 Cup, Ollie Bridewell finished fifth for Vivaldi in the 2005 National Superstock Championship, moving up to BSB last year. This year, he is joined in the team by his younger brother Tommy, a former Superteen Champion and Virgin Mobile Cup contender.



**Ollie Bridewell (ENG)**

Age 21 Lives Devizes  
BSB races 26 since March '06,  
best season '06 (= 20th)  
Best result 6th

46

### AIM RACING

Yamaha YZF-R1 (Dunlop)



**Steve Plater (ENG)**

Age 36 Lives Woodhall Spa, Lincs  
BSB races 137 since March '00,  
best season '02 (5th)  
Wins 4  
Pole starts 1  
Fastest laps 1

22

Formerly a prime sponsor for a leading BSB team, Alistair Flanagan formed AIM Racing six years ago, running Suzukis for John Crawford in Superbikes and Ross McCulloch in Superstock. For 2003, the team switched to Ducati, purchasing the Steve Hislop title-winning bikes, but had a disappointing time, things not improving much the following season. In 2005, John McGuinness rode the team's Yamaha and, while points were scarce on the mainland, he won two 'big-bike' events during the Isle of Man TT. The talented and aggressive Steve Plater, who won last year's Macau Grand Prix, returns for 2007.





## RED VIPER RACING

Honda CBR1000RR Fireblade (Dunlop)



## Chris Martin (ENG)

Age 26 Lives North Newbald, East Yorks  
BSB races 71 since March '04,  
best season '06 (19th, British  
Superbike Cup Champion)  
Best result 6th

26

This new, privately-funded, team, based in Warrington and under the management of Andy Butterworth, has been established to run Chris Martin in British Superbikes; the outfit enjoys massive support from some of the leading names in racing equipment and products, among them Harris Performance, Ohlins and PVM. A schoolboy motocross champion, Martin also won the MRO 125 Championship (2000) and 125GP Championship (2002), on his way to the British Superbike Cup, which he has contested for the past three seasons; runner-up in 2005, he claimed the title last year, with 10 wins.



## AIRWAVES DUCATI

Ducati 999 F-06 (Dunlop)



## Gregorio Lavilla (ESP)

Age 32 Lives Leicester and Tarragona, Spain  
BSB races 53 since June '04,  
'05 Champion  
Wins 17  
Pole starts 6  
Fastest laps 20

36



## Leon Haslam (ENG)

Age 23 Lives Smalley, Derbys  
BSB races 68 since July '03,  
best season '06 (2nd)  
Wins 7  
Pole starts 7  
Fastest laps 6

91

Team owner Darrell Healey became hooked on motorcycle racing when he was persuaded by a friend to visit Brands Hatch in 1986; he was soon heavily involved, initially sponsoring a local rider before backing Team Green Kawasaki in BSB. Before the 1997 season, Healey decided that the majority of sponsors were not getting value for money, so started his own team - GSE Racing - which soon became the team to beat in BSB. Having won the title in successive years with Troy Bayliss and Neil Hodgson, GSE graduated to World Superbikes, where it was at the forefront of the action for three years, with riders such as Hodgson, James Toseland and Chris Walker. The absence of manufacturer support, however, led to the Kent-based team's decision not to compete in 2004; after a year's sabbatical, GSE returned with Ducati's support, and has again been right on it: the stylish Spaniard Gregorio Lavilla won the British title in 2005, with former schoolboy sensation Leon Haslam fourth, while both lost out to Ryuichi Kiyonari in last year's final round, Haslam finishing second and Lavilla third.



## STOBART VENT-AXIA MOTORSPORT

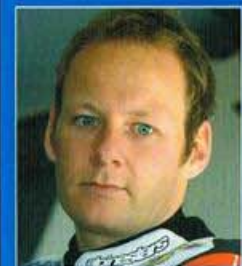
Honda CBR1000RR Fireblade (Dunlop)



## Tom Sykes (ENG)

Age 21 Lives Huddersfield, North Yorks  
BSB races 4 since Sep '03,  
best season '03 (24th)  
Best result 5th

66



## Shane Byrne (ENG)

Age 30 Lives Zurich  
BSB races 123 since May '99, '03 Champion  
Wins 16  
Pole starts 4  
Fastest laps 14

67

Shane Byrne is re-united with team patron Paul Bird this year, as both bid to regain the British Superbike crown; having won back-to-back titles with Ducati in 2002 and '03, first with the late Steve Hislop and then Byrne (Stuart Easton also won the Supersport title in the team's colours), title glory has eluded them team since. Bird switched to Hondas in 2005, bringing in MotoGP racer Jeremy McWilliams to head up a three-rider challenge, but with only modest returns, an outcome repeated last season with Michael Rutter and Michael Laverty. Bird, a millionaire Cumbrian poultry magnate with a reputation for straight-talking, is determined to get his team back up to speed and persuaded Byrne to return in the face of a number of offers from World Superbike teams. Alongside him is the up-and-coming Tom Sykes, runner-up in last year's British Supersport Championship. For a third year, sponsorship comes from transport and trucking giant Eddie Stobart, VK Vodka Kick and Vent-Axia, which also support Bird's campaign in the Hankook Tyres MSA Gravel Rally Championship.



## SMT YAMAHA

Yamaha YZF-R1 (Pirelli)



## Aaron Zanotti (ENG)

Age 25 Lives Loughborough, Leics  
BSB races 2 since April '07  
Better result 19th

64

Superteen Champion in 1999, Aaron Zanotti has entered his own bikes in Superstock competition for several years, although he did run for one season in Vivaldi colours; last year, he finished runner-up in the Championship. Now he graduates to Superbikes for the first time, his initial registration for the Superbike Cup switched just days before last weekend's opening round to full championship status. The machine is a Rob McEneaney Pro-Ride Yamaha and there is backing from SMT (Standish Metal Treatment), who last year supported Dean Ellison's entry into the championship.

## PR BRANSON HONDA RACING

Honda CBR1000RR Fireblade (Dunlop)



## Sean Emmett (ENG)

Age 37 Lives Weybridge, Surrey  
BSB races 219 since September '95,  
best seasons '01, '02 (3rd)  
Wins 12  
Pole starts 4  
Fastest laps 16

68

This team originated as PR Tyres, a motorcycle tyre outlet which branched out into racing to help club racers prepare their bikes... but ended up running a successful team of its own. Since PR Racing was founded in 2000 to run independent of PR Tyres, it has serviced only its own machines, but a new race workshop and dyno centre came on line last year, so it can now expand. After finishing fourth in the Superbike Cup with Steve Brogan in 2005, then claiming the title through Chris Martin last year, PR will contest the main championship in 2007, with the experienced, and highly-motivated, Sean Emmett.



## HAWK KAWASAKI

Hawk Kawasaki ZX-10R (Dunlop)



## Scott Smart (ENG)

Age 30 Lives Maidstone, Kent  
BSB races 94 since August '96,  
best season '04 (4th)  
Wins 4  
Pole starts 1

88

This privately-run equipe frequently delivers the goods, despite battling to overcome limited development time, testing and budgets, notably in 2004, claiming three victories at the expense of its factory-backed rivals. Managed and owned by the determined Stuart Hicken, a former racer and gifted engineer, Hawk was formed in 1996, competing initially in the Supersport Championship. The team grew, moving into Superbikes in 1998 where it has competed since; last year, the outfit ran three bikes, with the twin Aussie strike force of Dean Thomas and Craig Coxhell joined by the up-and-coming talent of young Peter Hickman who, having impressed in the second half of the season continues, for a second term. After riding for Rizla Suzuki then Vivaldi Racing, former British 250 Champion Scott Smart returns to the team, with which he scored the first Superbike victory for the ZX-10R anywhere in the world at Mondello Park in 2004; as well as riding, Smart also helps with the preparation of the bikes.



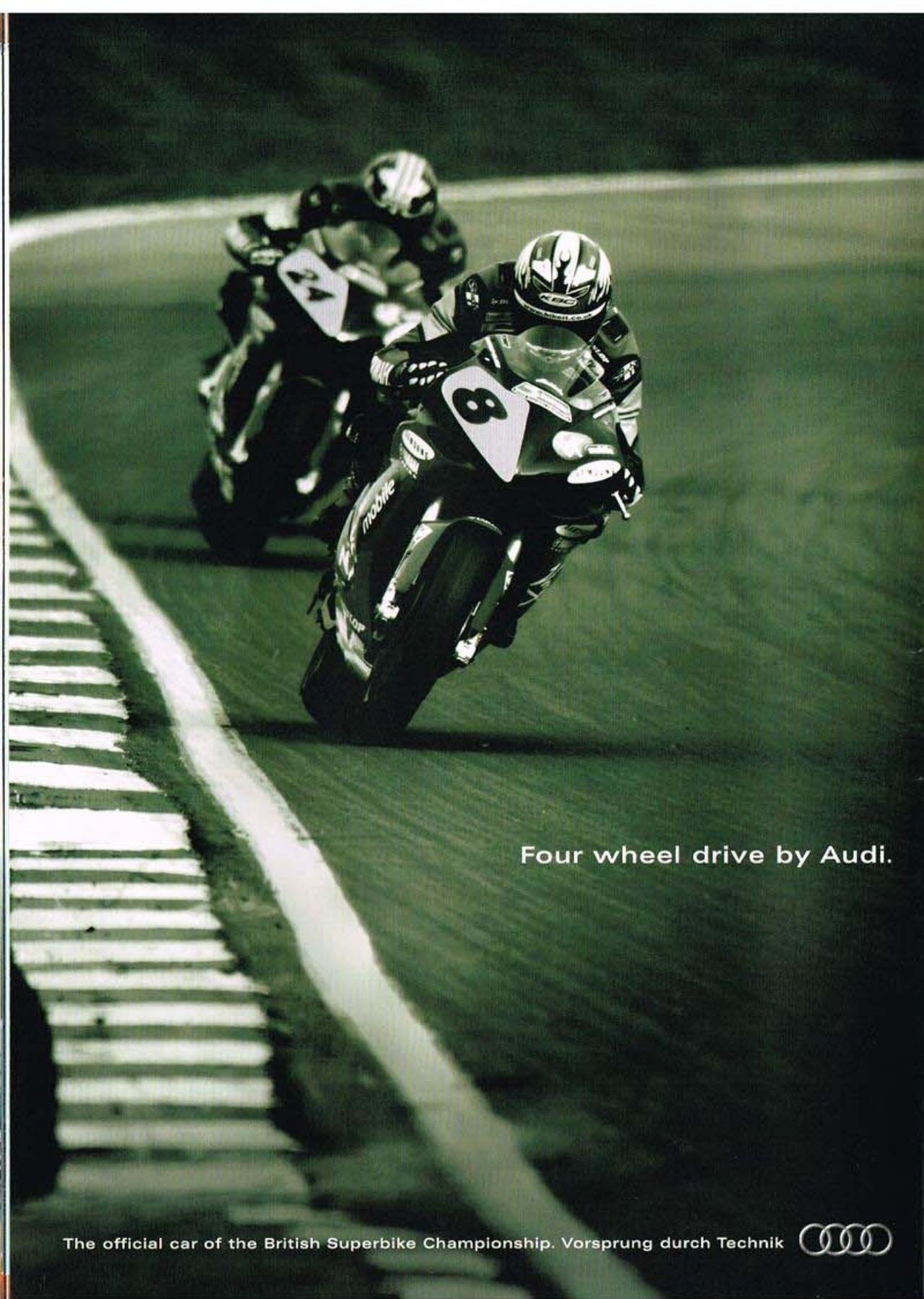
## Peter Hickman (ENG)

Age 20 Lives Willoughby, Lincs  
BSB races 26 since March '06,  
best season '06 (18th)  
Best result 8th

150







Four wheel drive by Audi.

The official car of the British Superbike Championship. Vorsprung durch Technik



## TIMETABLE

### Officials of the Meeting

#### Event Management Committee

**Series & Race Director**  
Stuart Higgs

**MCRCB Delegate & Technical Director**  
Doug Barnfield

**Medical Delegate**  
Toby Branfoot FRCS

**Organisation & Sport Manager**  
Claire Fennell

**Dorna Delegate**  
Tony Partis

**Media Delegate**  
Dave Fern

**Judicial/Deputy Clerk of the Course**  
Dave Francis

**Chief Steward**  
Les Needham - MCRCB

**Chief Medical Officer**  
Henke Romer

**Chief Technical Officer**  
Colin Hurst

**Timing & Data Manager**  
Graeme Lord

**Secretary of the Meeting**  
Lyn Francis

**Starter**  
Annabel Matthews

**Chief Marshal**  
Mike Blakey

**Chief Incident Officers**  
Adrian Addison, Geoff Dodd

**Race Control Staff**  
Debbie Coster, Selina Hawkes, Adrian Johnstone, Paula Woods

**Safety Car Drivers**  
Richard Costello, Chris Glendinning

**Race Administration Staff**  
Jennifer Blakey, Ann Haslam, Christine Woods

**Commentators**  
Larry Carter, Fred Clarke

**Pit/Paddock & Logistics Co-ordinator**  
Gareth Woods

**MCRCB Events Staff**  
Richard Freeman, Jane Hallender, Karen Robinson, Alan Woods

**Organisations**

**Safety & medical car fleet** Audi UK Ltd

**Recovery & logistics vehicles** LDV Vans

**Fuel supply & testing** Atol

**Ambulance services** St John Ambulance

**Marshals** Racesafe (www.racesafe.org) supported by Blackhorse Timing

**Timing** MST (www.msttiming.com)

**Info service** Altradigital Rapid Results

**Scooter/Taxi bikes** Yamaha Motor UK

**For Thruxton (BARC) Limited**

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T Jones

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**Press box**  
Mrs C Cowsey

**BARC Shop**  
Mrs A Kew

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N Davis, D Fry, Mrs P Grinter, P Percy, G Pradley, Mrs M Hunt

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Honda Motor Europe Ltd - Honda Aerodeck 2.2i

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DESPIITE THE ORGANISERS TAKING ALL REASONABLE PRECAUTIONS, UNAVOIDABLE ACCIDENTS CAN HAPPEN. IN RESPECT OF THESE, YOU ARE PRESENT AT YOUR OWN RISK.

### Friday, April 13

- 0930 ~ 1010 British Supersport free practice, first session
- 1020 ~ 1120 British Superbike free practice, first session
- 1130 ~ 1155 National Superstock Championship free practice, first session
- 1205 ~ 1230 British 125 GP free practice, first session
- 1240 ~ 1305 National Superstock Cup free practice, first session interval
- 1335 ~ 1415 British Supersport free practice, second session
- 1420 ~ 1520 British Superbike free practice, second session
- 1530 ~ 1555 National Superstock Championship free practice, second session
- 1605 ~ 1630 British 125 GP free practice, second session
- 1635 ~ 1700 National Superstock Cup free practice, second session

### Saturday, April 14

- 0900 ~ 0930 qualifying, first session
- 0940 ~ 1020 British Supersport qualifying, first session
- 1030 ~ 1120 British Superbike free practice, third session
- 1130 ~ 1155 Virgin Media Cup free practice
- 1205 ~ 1235 British 125 GP qualifying, first session
- 1240 ~ 1305 National Superstock Cup qualifying, first session interval
- 1350 ~ 1430 British Supersport qualifying, second session
- 1440 ~ 1530 British Superbike qualifying
- 1540 ~ 1610 National Superstock Championship qualifying, second session
- 1620 ~ 1645 Virgin Media Cup qualifying
- 1655 ~ 1725 British 125 GP qualifying, second session
- 1735 ~ 1800 National Superstock Cup qualifying, second session

### Sunday, April 15

- 0855 ~ 0905 National Superstock Championship warm-up
- 0910 ~ 0920 Virgin Media Cup warm-up
- 0930 ~ 1015 pit walk
- 1055 ~ 1110 British Superbike warm-up
- 1115 ~ 1125 British Supersport warm-up
- 1130 ~ 1140 British 125 GP warm-up
- 1145 ~ 1155 National Superstock Cup warm-up
- 1210 **Race 1: Metzeler Racetec National Superstock Championship, round 2** 18 laps
- 1300 **Race 2: Bennetts British Superbike Championship, round 2 ~ race 1** 22 laps
- 1350 **Race 3: Maxxis British Supersport Championship, round 2** 20 laps
- 1430 **Race 4: Virgin Media Cup, round 2** 14 laps
- 1525 **Race 5: Bennetts British Superbike Championship, round 2 ~ race 2** 22 laps
- 1620 **Race 6: British 125 GP Championship, round 2** 16 laps
- 1710 **Race 7: Metzeler Racetec National Superstock Cup, round 2** 14 laps

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



	April 7-9, Brands Hatch GP	April 14-15, Thruxton	April 27-29, Silverstone Int	May 5-7, Oulton Park Int	May 18-20, Snetterton	June 15-17, Mondello Park	June 30-July 1, Knockhill	July 13-15, Oulton Park Int	July 20-22, Mallory park	August 10-12, Croft	August 25-27, Cadwell Park	September 21-23, Donington Park GP	October 12-14, Brands Hatch Indy	total
<b>Riders</b>	R1 R2	R1 R2	R1 R2	R1 R2	R1 R2	R1 R2	R1 R2	R1 R2	R1 R2	R1 R2	R1 R2	R1 R2	R1 R2	
1 Gregorio Lavilla	25 25													50
2 Leon Camier	20 16													36
3 Jonathan Rea	16 20													36
4 Leon Haslam	10 13													23
5 Tom Sykes	9 11													20
6 Chris Walker	11 8													19
7 Shane Byrne	13 3													16
8 Michael Rutter	6 9													15
9 Ryuichi Kiyonari	8 5													13
10 Simon Andrews	5 7													12
Karl Harris	2 10													12
12 Tommy Hill	7 0													7
13 Dean Thomas	0 6													6
14 Peter Hickman	1 4													5
15 Tommy Bridewell	4 0													4
16 Cal Crutchlow	3 0													3
17 Steve Plater	0 2													2
18 Ollie Bridewell	0 1													1
<b>Manufacturers</b>														
1 Ducati	25 25													50
2 Honda	20 20													40
3 Suzuki	11 8													19
4 Kawasaki	6 9													15
5 Yamaha	7 7													14
<b>British Superbike Cup</b>														
1 James Buckingham	25 25													50
2 Tom Tunstall	20 20													40
4 Malcolm Ashley	16 0													16
<b>Airwaves Speed League</b>														
1 Gregorio Lavilla	2													2

## BENNETTS British Superbikes

### Event & Series Organisers

MCRCB Events Ltd  
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Tel + 44 845 0584606  
Fax + 44 845 0584607  
E-mail info@mcrb-events.co.uk  
CEO Stuart Higgs  
Organisation & Sport Manager  
Claire Fennell

### Series Commercial Partner

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Surrey  
KT6 7JE  
Managing Director Tony Partis

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Motorcycle Circuit Racing Control  
Board (MCRCB)  
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Fax + 44 1327 264034  
Directors Dennis Carter ~  
Chairman (AMRCO),  
Jonathan Palmer (MRPC),  
Jim Parker (ACU)  
General Manager  
Doug Barnfield

# Fine tribute

All sections of the Bennetts British Superbike family gathered on the grid at Brands Hatch last weekend to remember former racer Chris Jones, who succumbed to injuries sustained in a racing accident in August 2005. The occasion was the official hand-over of a Canon Dragon Digital Mobile X-Ray machine, bought with funds raised by the charity founded in his name.

The equipment was accepted on behalf of the Championship by Jones's mother Pam, who said: "We are so proud of everyone who helped raise an incredible amount ~ almost £100,000 ~ since last July. It means so much to know Chris's memory will live on and riders will benefit from this on-site x-ray machine."

This sophisticated piece of equipment is the only one of its type to be permanently available in a

British motor sport series and, as the MCRCB's Stuart Higgs said, "will enable speedier and more accurate diagnosis for any who suffers injury during one of our events."

The Chris Jones Riders Fund will continue; fund co-ordinator Steve Brookes said: "We hope when everyone sees what has been achieved, the paddock will continue to support the fund because they know it leads to improvements for their welfare." Centurion Racing will be the base for the Fund at all rounds of the championship.

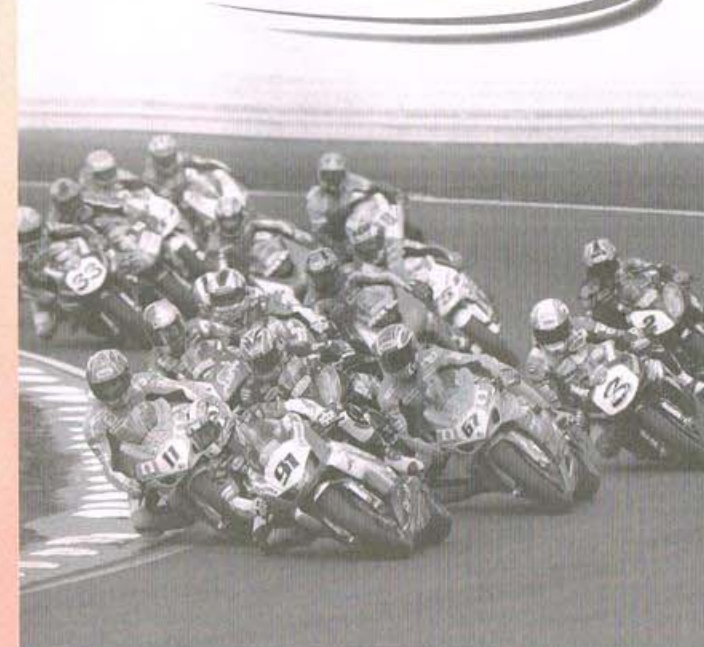


## Maxxis is Supersport's new sponsor

Maxxis, the high performance tyre organisation, was confirmed as the new title sponsor of the British Supersport Championship just a few days before last weekend's opening round; one of the Top 10 Taiwanese businesses, Maxxis is a major supplier of tyres for all forms of wheeled vehicles and is looking to increase brand awareness by supporting this popular series.

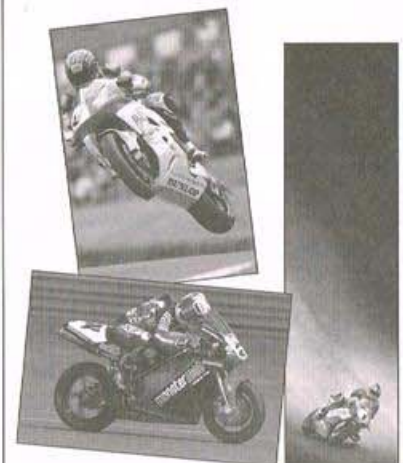
UK sales and marketing director of Maxxis Don McMartin says: "We have a product that is based on quality, performance and reliability and as such we see many synergies with the highly competitive Supersport category, then which will provide a great environment with which to continue to grow the Maxxis brand image."

# double red



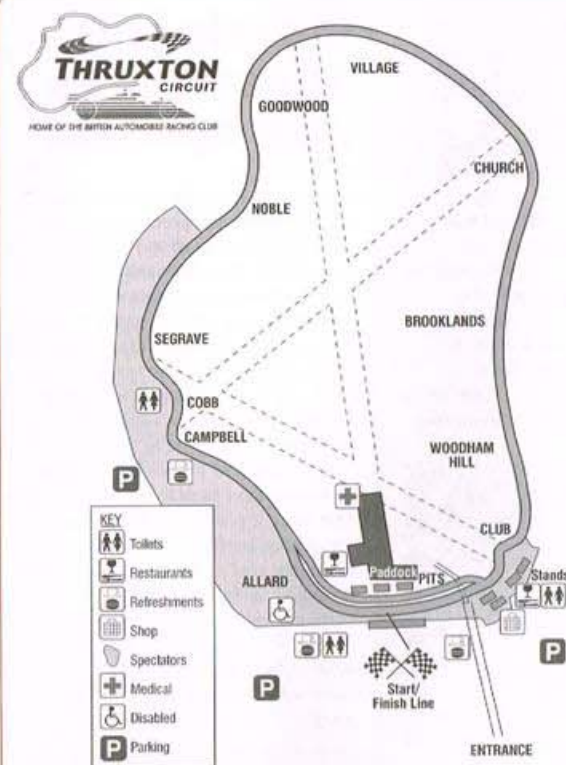
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## 2007 race meetings

Saturday/Sunday, April 14/15 Bennetts British Superbike Championship

Saturday/Sunday, May 5/6 Dunlop MSA British Touring Car Championship

Saturday/Sunday, July 21/22 The Dunlop Great and British Festival & International Truck Challenge

Saturday/Sunday, August 25/26 Lloyds TSB Insurance British Formula 3 Championship & the Avon Tyres British GT Championship

Sunday, September 16 BARC Club Meeting

Saturday, September 29 NGRRC Motorcycle Meeting

Saturday/Sunday, October 13/14 Dunlop MSA British Touring Car Championship

passes or paddock transfers, with access via the entrance to the pit-lane.

**Children's activity centre** dedicated to the memory of champion racing driver and Thruxton Racing School founder Ian Taylor, this is situated near the Goodwood Suite.

**Results service** Thruxton offers a results service to the public. Grids will be available from the BARC shop, situated by the Thruxton Motorsport Centre display, before the start of the first race and the results approximately half-an-hour after each race at a price of 3p per sheet, or as a fully collated set of sheets at the end of the meeting.

**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.

**Thruxton Circuit**, home of the British Automobile Racing Club and fastest racetrack in Britain, this year celebrates its 40th year of BARC motor racing, having been re-opened by the club in 1968.

The outright bike lap record is held by Gregorio Lavilla on a Ducati, in a time of 1m 14.890s, 113.25mph/182.26kmh, and was set on April 17, 2006

This year there are five car meetings, including rounds of the Dunlop MSA British Touring Car Championship and the Lloyds TSB Insurance British Formula 3 & Avon Tyres British GT Championships; in addition, the calendar will include The Dunlop Great and British Festival & International Truck Challenge. On two wheels, Thruxton hosts the Bennetts British Superbike Championship and the NG Road Racing Club's championship event.

**Commentary** there are three commentary points, near the start/finish line, at the Campbell/Cobb/Segrave complex and on the winner's rostrum.

**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

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 19), so that the spectators may look around the bikes competing in the day's main race.

Admission will be restricted to holders of BARC members' day badges, season

# Cal compares

**"Having never raced a Superbike around Thruxton, it's going to be a big learning curve for me but, having studied the data, I reckon it won't be that much of a step, as the track is so fast."**

"Across the finish line, the speed will be around the same on the 1000cc Rizla Suzuki as it was on my 600cc Honda... around 100mph in fourth gear, on the rev limiter and tilted over to the right. The difference is that, on the 600, I was probably back a gear to stabilise the bike whereas on the Superbike, it would be to keep it in fourth."

**"Whichever bike you're on, it is**

important to get the power down early and get the drive up the hill through the fast left before the complex. The terminal speed of both bikes on the exit will be the same – on the Honda, it was up two gears via short-shifting into fifth, whereas I expect the Suzuki to drive a lot harder and maybe just change gear the once."

**"Braking into the complex is really important, as it's one of the very few places at Thruxton where you can pass, and make it stick. It's back three gears in rapid succession into the right at Campbell and then it's a case of defending your line through there – especially through the left at Cobb – and then drive out. Both bikes will be similar in speed through here and there is only one good line – the only thing I suspect is that I'll have to brake a little earlier on the Suzuki as I'll be arriving there much quicker!"**

**"Segrave is the next corner, and it's not unusual for the bike to slide around; of course, the slicks will be a lot livelier than treads. You keep a tight line through Noble, just letting the bike behave as it wants, but keeping away from the inside of the track as it can be a little bit dirty. Out of there in fourth on the Honda and hit the limiter, taking care not to run out too far as again it gets a little bit busy round here; as I've seen from watching the Superbikes on the back part of the track, you go wherever you can through Goodwood and Village."**

**"Church is the next right-hander and I suspect the entry speed is similar on**

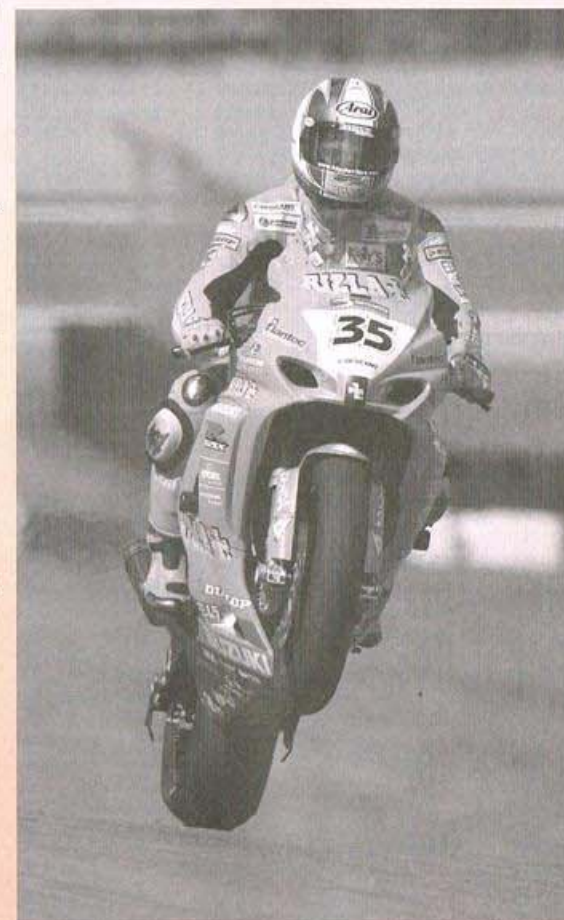


Superbike, though, I guess there is not the need for quite so much accuracy.

**"Even so, no matter what bike you are on, a 600 or 1000, you'll take Church in fifth gear at around 140mph and the same principle applies – get a good drive out, as that is vital up the Brooklands Straight. The slicks will slide a lot more through there and allow a better drive and it's just as well as it's slipstream city all the way up there – it really is a test of how fast your bike is. Get Church wrong and it ruins your lap, it's by far the most important corner on the track."**

**"The Superbikes will be hitting around 180mph up Woodham Hill before you go for the brakes and again, there's a classic passing opportunity into the Club Chicane, as there is no way for the rider in front to defend. Brake at the marshal's hut and then come back through the gearbox to second and then it's follow-my-leader though there before driving hard onto the straight. The slicks will slide more than the treads but it's still easy to highside... and then it's into third and fourth on the tilt, and round for another lap."**

Reigning British Supersport Champion **Cal Crutchlow** has graduated to the Rizla Suzuki British Superbike Team for this year; he took Larry Carter for a virtual lap of the high-speed 2.356-mile Thruxton Circuit



both a Supersport bike as well as the 1000 – bloody fast! On the 600, you have to be so precise as even an inch off-line will lose your momentum; on a



no	rider ~ hometown/country	entrant	bike	cc
3	Hudson Kennaugh ~ South Africa	Raceways Yamaha	Yamaha	1000
4	John Laverty ~ Toomebridge	Buildbase Ducati	Ducati	1098
6	Stephen Thompson ~ Crumlin	T & R Motorsport	Suzuki	1000
8	Victor Cox ~ Bradford on Avon	Team STP Racing	MV	1000
10	Marshall Neill ~ Portadown	Neill Racing	Suzuki	1000
11	Michael Pensavalle ~ Bradford	WL/MP Racing	Ducati	1098
12	Adam Jenkinson ~ Manchester	Rocket Centre Racing	Suzuki	1000
13	Jon Kirkham ~ Derby	Samsung Superstock Team	Ducati	1098
14	Lee Johnston ~ Maguiresbridge	Virginia Hire Suzuki	Suzuki	1000
15	Matt Whitman ~ Swindon	Team STP Racing	Yamaha	1000
17	Ben Wilson ~ Boston	Windmill Suzuki	Suzuki	1000
19	Steve Brogan ~ Liverpool	Tengo Honda Racing	Honda	1000
20	Adrian Coates ~ Antrim	Dyer Crossgills Racing	Yamaha	1000
22	Denver Robb ~ Ballymena	Mar-Train Racing	Suzuki	1000
24	Lee Jackson ~ Lincoln	Krystal Racing/Space Air	Yamaha	1000
27	Richard Wren ~ London	Rockforge Racing	Yamaha	1000
28	Dan Stewart ~ Barrow-in-Furness	Wilcock Consulting	Yamaha	1000
30	James Rose ~ Doncaster	Shaun Rose Racing/ACU	Suzuki	1000
32	Gareth Glynn ~ Golborne	Raceways Yamaha	Yamaha	1000
33	Kenny Gilbertson ~ Swindon	Astro/KS Kawasaki	Kawasaki	1000
34	Paul Veazey ~ Middlesbrough	Krystal Racing/Space Air	Yamaha	1000
35	Alastair Seeley ~ Carrickfergus	NCT/Vanfit Yamaha	Yamaha	1000
39	Hayden Fitzgerald ~ New Zealand	NCT/Vanfit Yamaha	Yamaha	1000
41	Allan Jon Venter ~ South Africa	Hydrex Honda	Honda	1000
43	Daniel Hegarty ~ Nottingham	Ace Yamaha	Yamaha	1000
44	Howie Mainwaring ~ Frodsham	Bullet Racing	MV	1000
45	Craig Beggs ~ Crewe	Enviro-Strip UK Racing	Yamaha	1000
49	Glen Richards ~ Australia	Embassy Racing	Yamaha	1000
51	Dave Hewson ~ Lincoln	JJR	Kawasaki	1000
52	Luke Quigley ~ Brierley Hill	PDM Racing	Suzuki	1000
54	Ryan Rainey ~ Antrim	TMR/Tillston Motorcycles	Yamaha	1000
56	Jimmy Storrar ~ Perth	Jimmy Storrar Racing	Suzuki	1000
58	John Ingram ~ Wigan	SMT/Ingram Racing	Suzuki	1000
60	Martin Buckles ~ Woodbridge	Bullet Racing	MV	1000
61	Callum Ramsay ~ Perth	Dyer Crossgills Racing	Yamaha	1000
65	Rob Guiver ~ Rainham	SP125 Racing/Superstock	Suzuki	1000
66	Joe Dickinson ~ Chesterfield	Revolution Motorsport Ducati	Ducati	1098
69	Steve Mercer ~ Maidstone	The Bikeshop Faversham	Yamaha	1000
74	Gary Johnson ~ Broughton	Speedfreak Racing	Yamaha	1000
77	Kieran Clarke ~ Langley Mill	Buildbase Ducati	Ducati	1098
85	Les Shand ~ Mosstodloch	Les Shand Racing	Yamaha	1000
88	Graham English ~ St Albans	Tiva Engineering	Suzuki	1000
98	James Edmeades ~ Loughborough	Speedfreak Racing	Yamaha	1000
2	Kieran Murphy ~ Ipswich	Goldstar Suzuki	Suzuki	1000

## starting grid

19	48	15	77	14	-	52	-	13
22	3	98	24	6	8	66	-	83
45	58	51	28	34	65	69	-	60
17	4	11	24	30	33	27	2	35

## 18 laps ~ 42.41 miles/68.26kms

1ST 45	2ND 17	3RD 3	4TH 43	5TH 22
6TH 51	7TH 19	8TH 4	9TH 74	10TH 15
11TH 24	12TH 30	13TH 58	14TH 77	15TH 39

Winner's time 23 39 speed 100.88 mph/kmh

Fastest lap ~ no 3 time 1:17.6 speed 106.14 mph/kmh

Lap Record Matt Llewellyn, Suzuki, 1m 18.015s,  
108.71mph/174.96kmh (20/04/03)

## Bennetts British Superbike Championship

Incorporating the Bennetts British Superbike Cup

**Background** while racing Superbikes may appear identical to their road-going cousins - one of the key connections between the growing body of fans and the action - there are important differences, with upgraded suspension, blue-printed engines, more power, 'trick bits' and full race tyres... and that is what creates the appeal and the popularity.

**Technical regulations** Superbikes have either 750-1000cc 4-stroke four-cylinder engines (minimum bike weight of 162kg), or 800-1000cc 4-stroke, two-cylinder engines (minimum bike weight 165kg). For 2007, Superbikes are restricted to six rear tyres, including intermediates, for the free practice sessions and three for qualifying; there is no control if practice is declared wet, while control is not imposed in qualifying if all free practice sessions have been declared wet, or the qualifying session itself.

**Eligible riders** must be registered with the MCRB, 17 years or older and have a minimum of two years' racing experience at National level. They must hold an International or National FIM. Overseas riders must hold either an FIM International Licence or a European A Licence and have start permission from

their FMN, to include personal accident insurance and repatriation insurance. Factory-supported teams enter the main championship, independent or privateer riders and teams compete in the British Superbike Cup.

**Points awarded** - Rider's Championship on the basis of 25-20-16-13-11-10-9-8-7-6-5-4-3-2-1 to the first 15 finishers in each race. British Superbike Cup on the same scale. Manufacturer's Championship on the same scale, but awarded only to the highest placed machine of each manufacturer, if classified as a finisher.

**Wrigley's Airwaves Speed League** - one point will be awarded to the rider who sets the fastest lap, with two points (a bottle of champagne) for a lap record at each BSB weekend; at year-end, the rider with the most points will receive a cheque for £5,000 to be donated to his chosen charity.

**Starting grid** is based on the times recorded during the 50-minute qualifying session; the grid is common to the two races at each round.

**Championship dates** see page 20.  
**Positions after round one** see page 20.

## Maxxis British Supersport Championship

Incorporating the Maxxis British Supersport Cup

**Background** a championship which attracts significant manufacturer support - six of the world's leading bike-makers compete again - but also caters for privateers, through the Supersport Cup. This provides a cost-effective introduction to the category, riders from teams of independent standing able to miss up to three rounds.

**Technical regulations** Supersport machines are production-based 'showroom look-alikes', although changes are allowed to the tyres, exhausts and suspension internals. They are powered by 401-600cc, 4-stroke, four cylinder, 600-675cc 4-stroke three cylinder or 600-750cc 4-stroke, two cylinder engines.

**Eligible riders** must be registered with the MCRB, aged 16 years or over and hold an International or National Licence. Overseas riders must hold either an FIM International Licence or a EUM Licence and have start permission from their FMN, to include personal accident insurance and repatriation insurance.

**Starting grid** based on performance in the two timed qualifying sessions, with four riders on each row.

**Maxxis British Supersport Cup** this will again run within the Championship, riders required to score in

only 10 rounds. Eligibility and acceptance is at the discretion of the MCRB; the 2006 British Supersport Cup winner is not eligible.

**Championship dates** as British Superbikes (see page 20).

## Championship after round one

1	Michael Laverty	25
2	Jamie Robinson	20
3	Ian Lowry	16
4	Aaron Walker	13
5	Stuart Easton	11
6	John McGuinness	10
etc		

## Cup after round one

1	James Westmoreland	25
2	Craig Fitzpatrick	20
3	Jack Kennedy	16
4	Ben wylie	13
5	Christian Elkin	11
6	Anthony Hinton	10
etc		

## British 125 GP Championship

Incorporating the Dorna Academy Cup

**Background** a championship which mixes experienced racers with rising young stars, to the benefit and experience of both groups! Within the Championship sits the Dorna Academy Cup, a race-within-a-race for riders from 14 to 16. There are separate awards for each, while Cup contenders can also score points in the main Championship.

**Technical regulations** machines have 81-125cc, 2-stroke, one cylinder, engines, with six gears maximum. Minimum weight without fuel tank is 74kg, or the combined rider/machine weight 132kg.

**Eligible riders** must be registered with the MCRB, aged 14 years or over and hold an ACU Full Clubmans Licence, SACU Qualifiers Licence or National Licence issued by a member of the EU or a FIM International Licence. Overseas riders must hold either an FIM International Licence or a European A Licence and have start permission from their FMN, to include personal accident insurance and repatriation insurance.

**Points awarded** on the basis of 25-20-16-13-11-10-9-8-7-6-5-4-3-2-1 to the first 15 finishers in each race. Starting grid based on performance in the two timed qualifying sessions, with four riders on each row.

**Dorna Academy Cup** this initiative of the MCRB, the ACU and Dorna continues into its third year, launched to find the motorcycle racer in the UK with the most potential in the 14 to 16 age group (maximum age 16 on April 1, 2007). The rider judged to have shown that potential will receive an end-of-season award designed to foster the career of that rider towards graduation into World Championship racing.

**Championship dates** as British Superbikes (see page 20).

## Championship after round one

1	Ashley Beech	25
2	Kev Coghlan	20
3	Anthony Rogers	16
4	Robbie Stewart	13
5	Luke Mossey	11
6	Luke Jones	10
etc		

## Academy Cup after round one

1	Anthony Rogers	25
2	Robbie Stewart	20
3	Matthew Hoyle	16
4	Dean Brown	13
5	Jamie Mossey	11
6	Alec Wright	10
etc		



incorporating the BENNETTS British Superbike Cup

no	rider ~ nat/hometown	entrant	bike	cc	qualifying	no
1	Ryuichi Kiyonari ~ JPN/Louth	HM Plant Honda	Honda	1000		1
2	Leon Camier ~ ENG/Wimborne	Bike Animal Honda	Honda	1000		2
3	Michael Rutter ~ ENG/Kirkby Mallory	Isilon MSS Discovery Kawasaki	Kawasaki	1000		3
4	Jonathan Rea ~ NIR/Ballyclare	HM Plant Honda	Honda	1000		4
5	Karl Harris ~ ENG/Sheffield	Hydrex Honda	Honda	1000		5
6	James Haydon ~ ENG/Berkhamsted	Virgin Media Optoma Loans Yamaha	Yamaha	1000		6
8	Tommy Hill ~ ENG/Lingfield	Virgin Media Optoma Loans Yamaha	Yamaha	1000		8
9	Chris Walker ~ ENG/Newark	Rizla Suzuki	Suzuki	1000		9
11 C	Ryan Farquhar ~ NIR/Killyman	Mark Johns Motors	Honda	1000		11
12	Dean Thomas ~ AUS/Wakefield	Samsung Superbike Team	Suzuki	1000		12
15	Guy Martin ~ ENG/Kirmington	Hydrex Honda	Honda	1000		15
17	Simon Andrews ~ ENG/Evesham	Jentin Racing	Yamaha	1000		17
18	Tommy Bridewell ~ ENG/Devizes	Team NB	Suzuki	1000		18
21 C	Tom Tunstall ~ ENG/Huddersfield	Hardinge Ice Valley Motorsport	Honda	1000		21
22	Steve Plater ~ ENG/Woodhall Spa	AIM Racing	Yamaha	1000		22
26	Chris Martin ~ ENG/North Newbald	Red Viper Racing	Honda	1000		26
27 C	Paul Barron ~ IRL/Dublin	PBM Racing Ireland	Yamaha	1000		27
28 C	Neil Faulkner ~ ENG/Watford	Team EMCO/NSF Racing	Yamaha	1000		28
35	Cal Crutchlow ~ ENG/Coventry	Rizla Suzuki	Suzuki	1000		35
36	Gregorio Lavilla ~ ESP/Tarragona	Airwaves Ducati	Ducati	999		36
46	Ollie Bridewell ~ ENG/Devizes	Team NB	Suzuki	1000		46
56 C	James Buckingham ~ ENG/Ilfracombe	Quay Garage	Honda	1000		56
64	Aaron Zanotti ~ ENG/Loughborough	SMT Yamaha	Yamaha	1000		64
66	Tom Sykes ~ ENG/Huddersfield	Stobart Vent-Axia Motorsport	Honda	1000		66
67	Shane Byrne ~ ENG/Zurich	Stobart Vent-Axia Motorsport	Honda	1000		67
68	Sean Emmett ~ ENG/Weybridge	PR Branson Honda Racing	Honda	1000		68
77 C	Marty Nutt ~ NIR/Castle Rock	Nutt Travel/T&G	Yamaha	1000		77
86	Cameron Donald ~ AUS/Claudy	Uel Duncan Racing	Honda	1000		86
88	Scott Smart ~ ENG/Maidstone	Hawk Kawasaki	Kawasaki	1000		88
91	Leon Haslam ~ ENG/Smalley	Airwaves Ducati	Ducati	999		91
111 C	Malcolm Ashley ~ ENG/Stoke Golding	MAR	Kawasaki	1000		111
150	Peter Hickman ~ ENG/Willoughby	Hawk Kawasaki	Kawasaki	1000		150

C ~ eligible for the BENNETTS British Superbike Cup

## starting grid

4	1	5	46	64	15			
67	9	7	110	56	86		28	
36	2	81	12	6	26	77	11	
8	66	35	88	18	22	68	41	

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

## 22 laps ~ 51.83 miles/83.42kms

1ST	36	2ND	2	3RD	1	4TH	67	5TH	66
6TH	91	7TH	35	8TH	8	9TH	9	10TH	5
11TH	81	12TH	150	13TH	22	14TH	88	15TH	18

Winner's time 27 32.87 speed 108.41 mph/ kmh

Fastest lap ~ no 36 time 1 15.11 speed 112.89 mph/ kmh

## British Superbike Cup

1ST	56	2ND		3RD		4TH		5TH	
6TH		7TH		8TH		9TH		10TH	

Winner's time speed mph/ kmh

Fastest lap ~ no time speed mph/ kmh

## 22 laps ~ 51.83 miles/83.42kms

1ST	36	2ND		3RD	67	4TH	4	5TH	
6TH		7TH		8TH		9TH		10TH	
11TH		12TH		13TH		14TH		15TH	

Winner's time speed mph/ kmh

Fastest lap ~ no time speed mph/ kmh

## British Superbike Cup

1ST	56	2ND		3RD		4TH		5TH	
6TH		7TH		8TH		9TH		10TH	

Winner's time speed mph/ kmh

Fastest lap ~ no time speed mph/ kmh



incorporating the Maxxis British Supersport Cup

no	rider ~ hometown/country	entrant	bike	cc
2	Michael Laverty ~ Toomebridge	Relentless Suzuki by TAS	Suzuki	600
3	Stuart Easton ~ Hawick	Isilon MSS Discovery Kawasaki	Kawasaki	600
4	Billy McConnell ~ Australia	Virgin Media Yamaha	Yamaha	600
5	Ian Lowry ~ Moira	Relentless Suzuki by TAS	Suzuki	600
6	John McGuinness ~ Morecambe	Padgetts Motorcycles	Honda	600
8	Brian Clark ~ Wimblebury	Tamworth Yamaha Racing	Yamaha	600
9 C	Jack Wright ~ Southwold	Hawk Kawasaki Juniors	Kawasaki	600
11 C	Matt Layt ~ Norwich	BPM Yamaha/Scott & Scott	Yamaha	600
12	Sam Lowes ~ Lincoln	Double Vision Racing	Honda	600
13	Gary May ~ Hungerford	Powebiking Yamaha	Yamaha	600
14 C	Christian Elkin ~ Macclesfield	BBR Racing	Honda	600
15 C	Robert Kennedy ~ Monaghan	PMD Racing	Honda	600
16	Craig Sproston ~ Southport	CS Racing	Honda	600
17	Ian Lougher ~ Dromara	Team Blackhorse	Honda	600
20	Daniel Cooper ~ Stroud	Centurion Racing	Honda	600
21	Alex Lowes ~ Lincoln	Double Vision Racing	Honda	600
24 C	Jack Kennedy ~ Dublin	TAG Racing	Honda	600
25	Dennis Hobbs ~ Romaldkirk	Padgetts Batley Ltd	Honda	600
26 C	Ben Handley ~ York	A1 Plant Haulage Racing	Honda	600
27 C	James Westmoreland ~ Hull	Centurion Racing	Honda	600
30 C	Jamie Hamilton ~ Ballyclare	Longshot Racing KCR	Yamaha	600
31	Sam Owens ~ Gayton	Premier Motorsport	Honda	600
33	Aaron Walker ~ Doncaster	TJW Racing	Honda	600
37	James Hillier ~ Ringwood	Gearlink Racing	Kawasaki	600
40	Martin Jessopp ~ Yeovil	Riders Racing	Ducati	749
42	Guy Sanders ~ Hampton	Gearlink Racing	Kawasaki	600
46	John Robb ~ Bredbury	NEAT Ltd	Honda	600
47	Richard Cooper ~ Nottingham	AIM Racing	Yamaha	600
54 C	Jack Groves ~ Swindon	Kingswood Moto-Sport	Yamaha	600
56	John Crockford ~ Southampton	Crescent Performance Suzuki	Suzuki	600
58	Conor O'Brien ~ Dublin	Arkwood Honda	Honda	600
67 C	Glynn Thomas ~ Chelmsford	JJR	Honda	600
70	Tom Grant ~ Shiptonthorpe	Virgin Media Yamaha	Yamaha	600
71 C	Ben Castleton ~ Scarborough	Team Buff Kawasaki	Kawasaki	600
72	James Webb ~ Tunbridge Wells	Team Buff Kawasaki	Kawasaki	600
75 C	Craig Fitzpatrick ~ Alfreton	BLDS	Yamaha	600
76 C	Ross Walter ~ Lytchett Matravers	Interserve Racing	Triumph	675
77	Jamie Robinson ~ York	Margal/Bykerbabe	Honda	600
78 C	Alan O'Connor ~ Cork	Team MFC Racing	Honda	600
81	Billy Wood ~ Norwich	www.billywoodracing.co.uk	Yamaha	600
82 C	Rob Sketchley ~ Sittingbourne	IFP Team Honda	Honda	600
88	Ian Hutchinson ~ Bingley	Bike Animal Honda	Honda	600
94 C	Ben Wylie ~ Market Drayton	Wylie & Holland Racing	Yamaha	600
96	Paul Young ~ Barlestone	Paul Young Racing	Triumph	675
97	Alan Percival ~ Sutton Coldfield	Silvermachine/Splat Racing	Yamaha	600
99	Steven Neate ~ Barton-le-Clay	Angel Racing	Honda	600

C ~ eligible for the Maxxis British Supersport Cup

starting grid

14	27	88	20	75	96	82	78	17	9
40	70	6	21	33	12	13	16	71	67
25	5	56	3	24	94	42	54	11	46
77	99	2	31	47	72	37	14	8	58

20 laps ~ 47.12 miles/75.83kms

1st	2	2nd	77	3rd	4	4th	27	5th	3
6th	88	7th	40	8th	20	9th	24	10th	21
Winner's time		26	12	4.4	speed 102.74		mph/ kmh		
Fastest lap ~ no		2	time 17.83		speed 108.75		mph/ kmh		
CUP: 1st		27	2nd		3rd	24	4th		5th
Lap Record Leon Camier, Honda, 1m 17.580s, 109.32mph/175.94kmh (10/04/05)									

no	rider ~ hometown/country	entrant	bike	cc
4	Leo Aldersley ~ Sheffield	Europa Racing	Yamaha	600
9	Grant Molloy ~ Enniskillen		Yamaha	600
11	Dan Smith ~ Ibstock		Yamaha	600
12	Brad Howell ~ Pontefract	BH Racing	Yamaha	600
17	David Haire ~ Lisburn	Electrical Wholesale Express	Yamaha	600
18	Josh Van Den Bos ~ Barrow upon Humber	Keyo Racing	Yamaha	600
23	Ross Connolly ~ Blackpool	rossconnolly.co.uk	Yamaha	600
35	Danny Harrison ~ Driffield	dannyharrisonracing.co.uk	Yamaha	600
36	BJ Toal ~ Omagh	JB Plant Racing	Yamaha	600
39	Claude McCullin ~ London		Yamaha	600
42	Dean Jones ~ Hereford	Jones Racing	Yamaha	600
43	Robbie Brown ~ Biddulph	Robbie-Brown.com	Yamaha	600
44	Alastair Fagan ~ Shepton Mallet	Alastair-Fagan.co.uk	Yamaha	600
53	Midge Smart ~ Peterborough		Yamaha	600
58	Daniel Frear ~ Scunthorpe	B & D Racing	Yamaha	600
65	David Paton ~ Loanhead	DoubleM Racing	Yamaha	600
69	Ben Billard ~ Chesterfield	BB Racing	Yamaha	600
75	Leon Morris ~ Stockbridge	CSC/Middleton Racing	Yamaha	600
76	Dean Hipwell ~ Doncaster	CDH Racing	Yamaha	600
77	Dane Hellyer ~ South Africa		Yamaha	600
86	Luke Harvey ~ Plymouth	RV Racing	Yamaha	600
94	Yaron Salinger ~ London	DART	Yamaha	600
96	Daniel Brill ~ Broxbourne	Close Invoice Finance Racing	Yamaha	600
98	Kyle Kentish ~ Chesham	Kentish Racing	Yamaha	600
99	Jay Fernandez ~ Guildford	Fernandez Racing	Yamaha	600

starting grid

17	44	23	99	9					
36	76	35		69					
43	77	12	58	11					
75	65	4	53	96					

14 laps ~ 32.98 miles/53.08kms

1ST	36	2ND	43	3RD	75	4TH	65	5TH	12		
6TH	53	7TH	17	8TH	4	9TH		10TH	3		
11TH	44	12TH		13TH	1	14TH	58	15TH	76		
Winner's time		19	22	speed		94.44	mph/	kmh			
Fastest lap - no		36	time		1	21	speed		96	mph/	kmh
Lap Record Brendan Roberts, Yamaha R6, 1m 22.165s, 103.22mph/166.12kmh (10/04/05)											



incorporating the Dorna Academy Cup

no	rider ~ hometown/country	entrant	bike	cc
2	C Deane Brown ~ Motherwell	UK1 Racing Ltd	Honda	125
4	Anthony Rogers ~ Norwich	KRP	Honda	125
6	Mark Van Daalen ~ Holland	Pevada Holland Racing	Honda	125
11	C Jamie Mossey ~ Royston	Talley Medical/MR Jones Furnishings	Honda	125
12	James Ford ~ Macclesfield		Honda	125
13	Sam Burman ~ Messingham	Virgin Media Junior	Honda	125
14	Rhys Moller ~ Australia	Rhys Moller Racing (RMR)	Honda	125
17	C Robbie Stewart ~ Bridge of Earn	KRP	Honda	125
18	Paul Dobb ~ Windsor	PDR Solutions	Honda	125
19	Michael Hill ~ Chiswick	Taboo Motorsport	Honda	125
21	Jenny Timmouth ~ Ellesmere Port	www.jennytimmouth.com	Honda	125
23	C Marcus Woodbine ~ Sheffield	Wilson Racing	Honda	125
24	Kev Coghlan ~ Murthly	UK1 Racing Ltd	Honda	125
26	C Nicole McAleer ~ Omagh	Splash Racing	Honda	125
27	Catherine Green ~ Swadlincote	CG Racing	Honda	125
28	Jon 'Dixie' Vincent ~ Bickerstaffe	JVR/Mace Engineering	Honda	125
31	Stewart Finlay ~ Dundee	Colin Appleyard/Macadam Racing	Honda	125
32	C Matthew Hoyle ~ Bradford	www.sp125racing.com/WM Ellis	Honda	125
33	C Dan Moreton ~ West Haddon	Dan Moreton Racing	Honda	125
34	Michael Wilcox ~ Lincoln	Slim Racing	Honda	125
35	Alistair Ray ~ Andover	ASM Data Racing	Honda	125
36	David Barfoot ~ Rhondda	DJ Barfoot Road Racing	Honda	125
37	C Ross Constable ~ Shurlock Row	Bratpack 125GP Racing	Honda	125
40	C Alec Wright ~ Bromsgrove	Alec Wright Racing/UB40	Honda	125
41	Joel Williams ~ Astley	JLW Racing	Honda	125
42	C Luke Mossey ~ Felsted	Sabre Sport	Honda	125
44	Philip Wakefield ~ Sandbach	Brookhouse Garage (Wheelock) Racing	Honda	125
47	C Luke Hinton ~ Stratford-upon-Avon	Buildbase/Luke Hinton Racing	Honda	125
50	C Tim Hastings ~ Falkirk	Banks Racing	Honda	125
51	Sam Shorrock ~ Hitchin		Honda	125
55	Ashley Beech ~ Oldham	Colin Appleyard/Macadam Racing	Honda	125
57	Jamie Ferguson ~ Hartburn	Team Ferguson/Banks Racing	Honda	125
61	Michael Smith ~ Rainham	SP125/Sharp 'n' Shifty	Honda	125
64	C Jess Trayler ~ Dunmow	Infinity-Repli-cast GP Racing	Honda	125
65	Nikki Coates ~ Belfast	KRP	Honda	125
66	Tom Hayward ~ Lincoln	KRP/Daniel Weston Racing	Honda	125
69	C Sean Moore ~ Briggstock	CCD/ APR Engineering	Honda	125
71	Shane Simpson ~ Harrogate	JBAS/Team SS Racing	Honda	125
77	Alex Barkshire ~ Norwich	Barkshire Xtreme Racing	Honda	125
78	Scott Rogers ~ Doncaster	RS Racing	Honda	125
82	Luke Jones ~ Hereford	SP125/KGD Racing	Honda	125
87	Lee Costello ~ Bolton	RS Racing	Honda	125
90	C Sam Neate ~ Barton-le-Clay	RBP Racing	Honda	125
91	Ian Stanford ~ Ashford	Stanford Racing	Honda	125
92	C Jordan Malton ~ Bilston	JDM Racing	Honda	125
99	Joe Akroyd ~ Knaresborough	Gemboy Racing	Honda	125


15  
26  
eligible for the Dorna Academy Cup

## starting grid

## 16 laps ~ 37.70 miles/60.67kms

62	2	50		40	18	51	44	35		
65	24	38	57	72	87	6	37	36		
34	12	21	4	27	92	41	33	99	26	
42	59	19	90	31	66	64	23	15	77	

1 <sup>ST</sup> 42	2 <sup>ND</sup> 89	3 <sup>RD</sup> 24	4 <sup>TH</sup>	5 <sup>TH</sup>
6 <sup>TH</sup>	7 <sup>TH</sup>	8 <sup>TH</sup>	9 <sup>TH</sup>	10 <sup>TH</sup>
Winner's time _____ speed _____ mph/ _____ kmh				
Fastest lap ~ no _____ time _____ speed _____ mph/ _____ kmh				
CUP: 1 <sup>ST</sup> 40	2 <sup>ND</sup>	3 <sup>RD</sup>	4 <sup>TH</sup>	5 <sup>TH</sup>
Lap Record Paul Robinson, Honda, 1m 21.424s, 104.16mph/167.63kmh (01/07/01)				



# AIR AMBULANCE

Reg. Charity No. 1106234 Tel/Fax 01962 892626

The charity was established in October 2005 to provide the people of Hampshire and the Isle of Wight with an Air Ambulance service, which currently does not exist. It receives no government or Lottery funding, and is effectively the airborne equivalent of the RNLI. The existing 22 Air Ambulances operate under identical circumstances, and are kept in the air by the residents of their respective counties.

At 1400 square miles, with 1.8 million residents, and an offshore island to cover, it is vital that the service is launched as soon as possible, anticipated in April 2007.

The aircraft will be leased from Bond Helicopters, and probably based at Popham Airfield, near Winchester. It will carry a pilot, two paramedics, and more life-saving equipment than a land vehicle and can take two casualties; it can be scrambled within three minutes of a 999 call and, flying at 140mph, can reach anywhere in Hants & IOW within a maximum of 12-15 minutes. Patients are then flown to the most appropriate hospital, rather than the nearest, which increases chances of survival, and reduces recovery time in Intensive Care by up to five to seven days.

Hospitals with helipads are Basingstoke, Bournemouth, Portsmouth Queen Alexandra (specialist spinal unit), Salisbury Odstock (specialist burns unit), and nearby St Mary's, IOW. Southampton General Hospital is applying for planning permission to construct its own helipad. The increase in traffic in the county, the many major motorways, and the influx of tourists each year combined with the closure of many A&E units and local hospitals means this service has never been more necessary, or appropriate.

To help us get the aircraft in the air you can do any of the following:

- join the own 'Flight for Life' Lottery, by calling + 44 870 1624872, drawn weekly, top prize £500, or support our Recycling Schemes
- invite the charity to come and talk to your organisation by calling + 44 7739 096538
- hold a fund-raising event of your own
- make a donation
- leave a legacy in your will
- become a volunteer, by calling + 44 19 6289 2626

The cost of running this service is £65,000 per month.

The charity predicted that, within one year of its launch, it would have 5000 Lottery members ... the fact that there are almost 12,700 members shows that there is recognition of the vital importance of this service, and considerable determination to have it operational as soon as possible.

Every 10 minutes in the UK, an Air Ambulance is launched to the scene of an accident, 33 per cent of which are Road Traffic Accidents, 20 per cent heart attack/collapse, 10 per cent sport-related, 10 per cent equestrian, 10 per cent falls, and four per cent agricultural.

For more info visit: [www.hampshireandiowairambulance.org.uk](http://www.hampshireandiowairambulance.org.uk)

Hampshire & IOW Air Ambulance - Charity No 1106234



no	rider ~ hometown/country	entrant	bike	cc
3	Dean Johnson ~ Coalville	CM Racing	Kawasaki	1000
4	Johnny Angel ~ Hawkhurst	Team Angel Racing	Suzuki	1000
5	Dijon Compton ~ Huddersfield	Astro Kawasaki	Kawasaki	1000
8	Andy Battye ~ Coalville	Team S+G Racing	Suzuki	1000
9	Bryan Campbell ~ Tranent	BCR	Suzuki	1000
10	Keith Webster ~ Guildford	PDM Racing	Suzuki	1000
11	Richard Marchant ~ Halstead	M.A.R	Kawasaki	1000
12	Nick Pusey ~ Marlborough	Elm Tree Racing	Yamaha	1000
13	John Holden ~ hometown	Mark Brice Racing	Yamaha	1000
14	Richard Dobson ~ Bradford on Avon	On Line Services	Yamaha	1000
15	Jonathan Howarth ~ Barnsley	MSG Podium	Suzuki	1000
16	Michael Jackson ~ Bradford	PCW Motor Sport	Yamaha	1000
17	Martin Jowett ~ Ellon	Martin Jowett Racing	Yamaha	1000
19	Gary Jackson ~ Lincoln	Newell Plumbing/Krystal Space Air	Yamaha	1000
20	Oli Henderson ~ London	Easiride	Suzuki	1000
23	Derek Gulbrandson ~ Barnsley		Suzuki	1000
26	Mike Horberry ~ Hull	Sargent Electrical	Yamaha	1000
28	Colin Young ~ Aldermaston	T2 Racing	Suzuki	1000
30	Ian Mackman ~ Runcorn	2 Machs Racing	Suzuki	1000
31	Shaun Gilbert ~ Weybridge	EDlasia.com	Suzuki	1000
36	Scott Young ~ Bathgate	Scott Young Racing	Suzuki	1000
37	Dave Joyner ~ Camberley	Oakridge Developments Ltd	Yamaha	1000
41	Andrew Sennett ~ King's Lynn	Sennett Racing	Yamaha	1000
43	Ben Taylor ~ Hornchurch	Devitt Racing	Yamaha	1000
44	Michael Elliott ~ Evesham	M Elliott Racing	Suzuki	1000
47	Jason Page ~ Woking	Oakridge Developments Ltd	Yamaha	1000
49	Jonathan Harrison ~ Darlington	Harrison Bros Racing	Yamaha	1000
50	Julian Bull ~ Anglesey	JB Racing	Suzuki	1000
54	Steve Heneghan ~ Galway	Yomoto/HCL/Quattro Racing	Suzuki	1000
58	Matthew France ~ Huddersfield	MF-Racing.co.uk	Suzuki	1000
60	Damien Fricker ~ Bristol	Damien Fricker Racing	Suzuki	1000
61	Norman Brunton ~ Stanley	Norman Brunton Racing	Yamaha	1000
66	Tom Clegg ~ Rochdale	Team NCR	Suzuki	1000
67	James Hurrell ~ Winchester	Enan Jay Racing	Suzuki	1000
69	Paul Shoesmith ~ Poynton	Speedfreak Racing	Yamaha	1000
71	David Moxon ~ Stowmarket	Orwell Racing	Suzuki	1000
72	Michael O'Brien ~ Esher	Motomob	Suzuki	1000
73	Mark Parrett ~ Midhurst	C & C Ltd Racing	Yamaha	1000
74	Rikki Owen ~ Swadlincote	the.steelnugget.com	Yamaha	1000
76	Einar Andre Torlen ~ Norway	WL Racing	Yamaha	1000
78	David Hallett ~ Folkestone	Hawk Kawasaki Juniors	Kawasaki	1000
81	Aaron Brown ~ Nuneaton	Team Fairway Racing	Ducati	1098
83	Gavin Littlewood ~ Leeds	Littlewood Racing	Suzuki	1000
85	Paul Shook ~ Argoed	Shook Racing	Kawasaki	1000
86	Ben Garner ~ Sandbach	Ben Garner Racing	Yamaha	1000
87	Drew Dorling ~ Falmouth	Torque-Racing	Yamaha	1000
88	Anton Kokshoorn ~ Australia	Speedfreak Racing	Yamaha	1000
93	Lee Chisnall ~ Clacton-on-Sea	LCR Racing	Kawasaki	1000
99	Rod Lynn ~ Newport	Team STP Racing	Yamaha	1000

starting grid

19	17	41	60	9	34	31	49		10
13	30	43	8	72	89	58	14		74
67	61	66	5	4	85	71	44	83	78
3	98	87	4	68	12	86	36	88	26

14 laps ~ 32.98 miles/53.08kms

1ST	2ND	3RD	4TH	5TH
6TH	7TH	8TH	9TH	10TH
11TH	12TH	13TH	14TH	15TH

Winner's time \_\_\_\_\_ speed \_\_\_\_\_ mph/\_\_\_\_\_ kmh

Fastest lap ~ no \_\_\_\_\_ time \_\_\_\_\_ speed \_\_\_\_\_ mph/\_\_\_\_\_ kmh

Lap Record Matt Llewellyn, Suzuki, 1m 18.015s,  
108.71mph/174.96kmh (20/04/03)

Virgin Media Cup

**Background** a championship big on rider development, now in its fifth year, and targeted at riders with no more than three years' experience. With all machines centrally prepared by Rob McEneaney Racing Ltd, competitors simply turn up and race on a level playing field... with the chance of winning a 2008 contract to ride in Supersport with Virgin Media Yamaha

**Technical regulations** standard 2007 Yamaha R6 machines are used, with limited adjustments permitted. Tyre allocation will be decided in conjunction with Dunlop and reviewed at each circuit, but normally it will be one front and two rear tyres. These will be new at the start of the first practice session, with the rear being changed prior to race-day morning warm up. No wet tyres will be available. No tyre warmers will be used

**Staffing** triple BSB Champion Niall Mackenzie will be working as an ambassador to the series, which will employ full- and part-time staff to maintain and run the series. No outside work or maintenance is allowed. There will be six team leaders, with helpers, each responsible for six riders. The team leader will be allocated to a rider for the year, so establishing good working relationships

**Eligible riders** must be registered with the MCRCB,

aged between 16 and 25 (on April 1, 2007) and hold an ACU Full Clubmans Licence, SACU Qualifiers Licence or National Licence issued by a member of the EU. Riders with an International Licence or other licence issued outside the EU will not be accepted. (EU riders who obtain an International Licence during the 2007 season may apply for dispensation). ACU or SACU Novice Licence holders may be considered dependant on experience. The MCRCB is the final arbiter of acceptance

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

**Starting grid** based on performance in the two timed qualifying sessions, with four riders on each row

**Championship dates** as British Superbikes (see page 20), except that two non-championship races at the British Motorcycle GP, Donington Park (June 22-24) will replace Mondello Park (June 15-17)

Positions after round one

1	BJ Toal	25
2	Dean Hipwell	20
3	Midge Smart	16
4	Leon Morris	13
5	Daniel Frear	11
6	Danny Harrison	10
etc		

Metzeler Racetec National Superstock Championship & Cup

**Background** a championship for production machines, which must conform to the manufacturer shape and specification, apart from the exhaust system, and limited safety modifications. Over-subscribed grids resulted in creation of the Superstock Cup in 2004; the two competitions operate independently, with their own awards

**Technical regulations** Superstock bikes are production machines with control tyres provided by Metzeler Racetec. The engines permitted are: 601-1000cc 4-stroke, four cylinders maximum; 751-1000cc 4-stroke, three cylinders maximum; 851-1200cc 4-stroke, two cylinders maximum

**Eligible riders** must be registered with the MCRCB, aged 17 years or over and hold a National Licence or a National Licence issued by a member of the EU or an FIM International Licence to compete in the Championship. The requirement for the Cup is an ACU Full Clubmans Licence, SACU Qualifiers Licence, a National Licence issued by a member of the EU or a FIM International Licence.

Overseas riders must hold either an FIM International Licence or a European A Licence and have start permission from their FMN, to include personal accident insurance and repatriation insurance

**Points awarded** in Championship and Cup on the basis of 25-20-16-13-11-10-9-8-7-6-5-4-3-2-1 to the first 15 finishers in each race

**Starting grids** based on performance in the two timed qualifying sessions, with four riders on each row

**Championship dates** as British Superbikes (see page 20), except a double-header at Mondello Park (June 16-17) replaces Mallory Park (August 10-12)

**Cup dates** as British Superbikes (see page 20), except double-headers at Knockhill (June 29-July 1) and Cadwell Park (August 25-27) replace Mondello Park (June 16-17) and Mallory Park (August 10-12)

Championship after round one

1	Glen Richards	25
2	Hudson Kennaugh	20
3	Steve Brogan	16
4	Luke Quigley	13
5	Ben Wilson	11
6	James Rose	10
etc		

Cup after round one

1	James Hurrell	25
2	Ben Taylor	20
3	Gavin Hunt	16
4	Ryan Harris	13
5	Shaun Gilbert	11
6	Jason Page	10
etc		



time	mph	kmh	time	mph	kmh	time	mph	kmh	time	mph	kmh	time	mph	kmh	time	mph	kmh
1:00.0	141.36	227.50	1:05.0	130.48	209.99	1:10.0	121.16	194.99	1:15.0	113.08	181.98	1:20.0	106.01	170.61	1:25.0	99.78	160.58
1:00.1	141.12	227.11	1:05.1	130.28	209.67	1:10.1	120.99	194.71	1:15.1	112.93	181.74	1:20.1	105.88	170.40	1:25.1	99.66	160.39
1:00.2	140.89	226.74	1:05.2	130.08	209.34	1:10.2	120.82	194.44	1:15.2	112.78	181.50	1:20.2	105.75	170.19	1:25.2	99.54	160.19
1:00.3	140.65	226.35	1:05.3	129.88	209.02	1:10.3	120.64	194.15	1:15.3	112.63	181.26	1:20.3	105.62	169.98	1:25.3	99.43	160.02
1:00.4	140.42	225.98	1:05.4	129.68	208.70	1:10.4	120.47	193.88	1:15.4	112.48	181.02	1:20.4	105.49	169.77	1:25.4	99.31	159.82
1:00.5	140.19	225.61	1:05.5	129.49	208.40	1:10.5	120.30	193.60	1:15.5	112.33	180.78	1:20.5	105.36	169.56	1:25.5	99.19	159.63
1:00.6	139.96	225.24	1:05.6	129.29	208.07	1:10.6	120.13	193.33	1:15.6	112.19	180.55	1:20.6	105.23	169.35	1:25.6	99.08	159.45
1:00.7	139.72	224.86	1:05.7	129.09	207.75	1:10.7	119.96	193.06	1:15.7	112.04	180.31	1:20.7	105.10	169.14	1:25.7	98.96	159.26
1:00.8	139.50	224.50	1:05.8	128.89	207.43	1:10.8	119.79	192.78	1:15.8	111.89	180.07	1:20.8	104.97	168.93	1:25.8	98.85	159.08
1:00.9	139.27	224.13	1:05.9	128.70	207.12	1:10.9	119.62	192.51	1:15.9	111.74	179.83	1:20.9	104.84	168.72	1:25.9	98.73	158.84
1:01.0	139.04	223.76	1:06.0	128.50	206.80	1:11.0	119.45	192.24	1:16.0	111.60	179.60	1:21.0	104.71	168.51	1:26.0	98.62	158.71
1:01.1	138.81	223.39	1:06.1	128.31	206.49	1:11.1	119.29	191.98	1:16.1	111.45	179.36	1:21.1	104.58	168.31	1:26.1	98.50	158.52
1:01.2	138.58	223.02	1:06.2	128.12	206.19	1:11.2	119.12	191.71	1:16.2	111.30	179.12	1:21.2	104.45	168.10	1:26.2	98.39	158.20
1:01.3	138.36	222.67	1:06.3	127.92	205.87	1:11.3	118.95	191.43	1:16.3	111.16	178.89	1:21.3	104.32	167.89	1:26.3	98.28	158.17
1:01.4	138.13	222.30	1:06.4	127.73	205.56	1:11.4	118.78	191.16	1:16.4	111.01	178.65	1:21.4	104.19	167.68	1:26.4	98.16	157.97
1:01.5	137.91	221.95	1:06.5	127.54	205.25	1:11.5	118.62	190.90	1:16.5	110.87	178.43	1:21.5	104.06	167.47	1:26.5	98.05	157.80
1:01.6	137.68	221.57	1:06.6	127.35	204.95	1:11.6	118.45	190.63	1:16.6	110.72	178.19	1:21.6	103.94	167.28	1:26.6	97.93	157.63
1:01.7	137.46	221.22	1:06.7	127.16	204.64	1:11.7	118.29	190.37	1:16.7	110.58	177.96	1:21.7	103.81	167.07	1:26.7	97.82	157.42
1:01.8	137.24	220.87	1:06.8	126.97	204.34	1:11.8	118.12	190.10	1:16.8	110.43	177.72	1:21.8	103.68	166.86	1:26.8	97.71	157.25
1:01.9	137.02	220.51	1:06.9	126.78	204.03	1:11.9	117.96	189.84	1:16.9	110.29	177.49	1:21.9	103.56	166.67	1:26.9	97.60	157.07
1:02.0	136.80	220.16	1:07.0	126.59	203.73	1:12.0	117.80	189.59	1:17.0	110.15	177.27	1:22.0	103.43	166.45	1:27.0	97.48	156.88
1:02.1	136.57	219.80	1:07.1	126.40	203.42	1:12.1	117.63	189.31	1:17.1	110.00	177.03	1:22.1	103.30	166.25	1:27.1	97.37	156.70
1:02.2	136.36	219.45	1:07.2	126.21	203.12	1:12.2	117.47	189.05	1:17.2	109.86	176.80	1:22.2	103.18	166.05	1:27.2	97.26	156.52
1:02.3	136.14	219.10	1:07.3	126.02	202.81	1:12.3	117.31	188.79	1:17.3	109.72	176.58	1:22.3	103.05	165.84	1:27.3	97.15	156.35
1:02.4	135.93	218.76	1:07.4	125.83	202.50	1:12.4	117.14	188.53	1:17.4	109.58	176.35	1:22.4	102.93	165.65	1:27.4	97.04	156.17
1:02.5	135.70	218.39	1:07.5	125.65	202.21	1:12.5	116.98	188.26	1:17.5	109.44	176.13	1:22.5	102.80	165.44	1:27.5	96.93	155.99
1:02.6	135.48	218.03	1:07.6	125.46	201.91	1:12.6	116.82	188.00	1:17.6	109.29	175.89	1:22.6	102.68	165.25	1:27.6	96.82	155.82
1:02.7	135.27	217.70	1:07.7	125.28	201.62	1:12.7	116.66	187.75	1:17.7	109.15	175.66	1:22.7	102.55	165.04	1:27.7	96.71	155.64
1:02.8	135.05	217.34	1:07.8	125.09	201.31	1:12.8	116.50	187.49	1:17.8	109.01	175.43	1:22.8	102.43	164.85	1:27.8	96.60	155.46
1:02.9	134.84	217.00	1:07.9	124.91	201.02	1:12.9	116.34	187.23	1:17.9	108.87	175.21	1:22.9	102.31	164.65	1:27.9	96.49	155.29
1:03.0	134.62	216.65	1:08.0	124.72	200.72	1:13.0	116.18	186.97	1:18.0	108.73	174.98	1:23.0	102.18	164.44	1:28.0	96.38	155.11
1:03.1	134.41	216.31	1:08.1	124.54	200.43	1:13.1	116.02	186.72	1:18.1	108.59	174.76	1:23.1	102.06	164.25	1:28.1	96.27	154.93
1:03.2	134.20	215.97	1:08.2	124.36	200.14	1:13.2	115.86	186.46	1:18.2	108.46	174.55	1:23.2	101.94	164.06	1:28.2	96.16	154.75
1:03.3	133.99	215.64	1:08.3	124.18	199.85	1:13.3	115.71	186.22	1:18.3	108.32	174.32	1:23.3	101.81	163.85	1:28.3	96.05	154.58
1:03.4	133.77	215.28	1:08.4	124.00	199.57	1:13.4	115.55	185.96	1:18.4	108.18	174.10	1:23.4	101.69	163.65	1:28.4	95.94	154.40
1:03.5	133.56	214.94	1:08.5	123.81	199.25	1:13.5	115.39	185.70	1:18.5	108.04	173.87	1:23.5	101.57	163.46	1:28.5	95.83	154.22
1:03.6	133.35	214.61	1:08.6	123.63	198.96	1:13.6	115.23	185.44	1:18.6	107.90	173.65	1:23.6	101.45	163.27	1:28.6	95.72	154.05
1:03.7	133.14	214.27	1:08.7	123.45	198.67	1:13.7	115.08	185.20	1:18.7	107.77	173.44	1:23.7	101.33	163.07	1:28.7	95.62	153.89
1:03.8	132.94	213.95	1:08.8	123.27	198.38	1:13.8	114.92	184.95	1:18.8	107.63	173.21	1:23.8	101.21	162.88	1:28.8	95.51	153.71
1:03.9	132.73	213.61	1:08.9	123.10	198.11	1:13.9	114.77	184.70	1:18.9	107.49	172.99	1:23.9	101.09	162.69	1:28.9	95.40	153.53
1:04.0	132.52	213.27	1:09.0	122.92	197.82	1:14.0	114.61	184.45	1:19.0	107.36	172.78	1:24.0	100.97	162.50	1:29.0	95.29	153.35
1:04.1	132.31	212.93	1:09.1	122.74	197.53	1:14.1	114.46	184.21	1:19.1	107.22	172.55	1:24.1	100.85	162.30	1:29.1	95.19	153.18
1:04.2	132.11	212.61	1:09.2	122.56	197.24	1:14.2	114.30	183.95	1:19.2	107.09	172.34	1:24.2	100.73	162.11	1:29.2	95.08	153.02
1:04.3	131.90	212.27	1:09.3	122.38	196.95	1:14.3	114.15	183.71	1:19.3	106.95	172.12	1:24.3	100.61	161.92	1:29.3	94.97	152.84
1:04.4	131.70	211.95	1:09.4	122.21	196.68	1:14.4	114.00	183.47	1:19.4	106.82	171.91	1:24.4	100.49	161.72	1:29.4	94.86	152.67
1:04.5	131.49	211.61	1:09.5	122.03	196.39	1:14.5	113.84	183.21	1:19.5	106.68	171.68	1:24.5	100.37	161.53	1:29.5	94.76	152.50
1:04.6	131.29	211.29	1:09.6	121.86	196.11	1:14.6	113.69	182.97	1:19.6	106.55	171.48	1:24.6	100.25	161.34	1:29.6	94.66	152.34
1:04.7	131.09	210.97	1:09.7	121.68	195.82	1:14.7	113.54	182.72	1:19.7	106.41	171.25	1:24.7	100.13	161.14	1:29.7	94.56	152.16
1:04.8	130.88	210.63	1:09.8	121.51	195.55	1:14.8	113.39	182.48	1:19.8	106.28	171.04	1:24.8	100.01	160.95	1:29.8	94.44	151.99
1:04.9	130.68	210.31	1:09.9	121.33	195.26	1:14.9	113.23	182.23	1:19.9	106.15	170.83	1:24.9	99.90	160.77	1:29.9	94.33	151.83

## acknowledgements

Our thanks to  
**Kent Sweepers Limited**  
 inc. K. S. Plant  
 for providing  
 road sweepers at  
 Thruxton Circuit

## 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 red/green traffic lights.

The welcome return of serial bridesmaid Chris Walker (right) to the British Superbike Championship ~ he was runner-up every year from 1997 to 2000 ~ brings to 11 the number of current riders who have won races since the start of the series in 1995... and those 11 (exactly half the total number of race-winners) can claim 137 victories between them, just under half the 277 BSB races so far run (before last weekend's Brands Hatch season-opener).

And that bodes well for another very competitive season. Of the current crop, Michael Rutter ~ another to have come close to the title more than once, finishing in the top three from 2002 to 2005 ~ is the most experienced BSB rider of them all. With 255 starts to his credit, he has missed only 22 races since the championship's inception, and has won 25 along the way... and he shares that total with reigning champion Ryuichi Kiyonari and triple champion Niall Mackenzie.

But that is where the comparisons become interesting ~ Rutter's 25 wins from 255 starts mean a win-per-start factor of 1 in 10.2; Kiyonari's rating in his 68 races, meanwhile, is 1 in 2.72, while the now-retired Mackenzie's was 1 in



4.88 over 122 races. The only riders to have won more than 25 races are former champions John Reynolds (37 at 1 in 5.62) and the late Steve Hislop (29 at 1 in 5.96), both of whom could potentially slip down the order this season, given that Kiyonari won 11 races last year and 12 in 2005.

On a percentage basis, Kiyonari is well ahead of the field ~ his predecessor as champion, Spain's Gregorio Lavilla, can boast a factor of 1 in 3.4 for his 15 wins from 51 races, while Walker is next best on 1 in 5.2 for his 20 wins in 104 races.

Rutter, however, has the strongest pedigree of the current runners in terms of both pole positions and fastest laps; he is second in the former table (with 16 to Hislop's 22) and fourth in the latter (some way behind Reynolds, Hislop and Mackenzie, although his 21 may soon be challenged by Lavilla's 19).

Of the manufacturers, Ducati has been by far the most successful, its tally of 144 wins more than those of Honda, Kawasaki, Suzuki and Yamaha added together.

sponsorship strategy and we hope that the riders in the BSB paddock get behind it and push that bit harder to try to win the £5,000 for their favourite charity."

In keeping with tradition, the editor would like to offer birthday greetings to one or two personalities in the Paddock this weekend. First, the outright lap record-holder at the Isle of Man TT, John McGuinness, who will celebrate his 33rd birthday on Monday ~ hopefully, the former British 250cc Champion will have something extra to cheer about, following this weekend's second round of the Maxis British Supersport Championship, in which he is riding for Padgett's Honda. Sadly, of course, his recent strict fitness regime will obviously mean that large chunks of birthday cake are not on the menu!



by the TAS Racing Team, and enjoys further interests in motocross.

Sean Upchurch of Relentless commented: "The way we see it, motorbike racing is the hard, gritty end of core sports and the perfect arena for Relentless. This is what inspired the brand and this is where we can add tangible value."

**N**early every description you read of Thruxton in either two- or four-wheeled motor sport will include a phrase such as "the fastest circuit in the championship". And that is true of the Bennetts British Superbike Championship – the lap record average speed of 113.25mph (Gregorio Lavilla) comfortably beats that of Snetterton (108.63mph) and Oulton Park (101.54mph), which are the only others that get into three figures.

The Brands Hatch Indy Circuit, Croft, Donington Park GP, Knockhill, Mallory Park and Silverstone are all in the 90mph bracket, while Cadwell Park (89.48mph) and Mondello Park (78.29mph) are the two slowest in the series, although that doesn't make them any less challenging!

**T**he Bennetts British Superbike Championship has gone from strength to strength in recent seasons, with significant growth in all the important areas: in terms of participation, while the BSB itself is capped at a maximum 36 starters, the support race entries have been growing steadily, resulting in a total entry for a BSB event of around 300 riders... and there are not many high-profile motor sport weekends that can claim that sort of figure.

Of course, one of the key drivers behind this growth is the audience, both 'live' at a venue such as Thruxton, also sitting at home watching the action at Thruxton 'live' on TV. The attendance figure for the 2006 season was 317,000, an average of more than 26,000 per round, and this despite some appalling weather at Brands Hatch, Donington Park and Oulton Park in the early part of the year.

But, for sponsors, broadcast coverage is the key. Last year, BSB enjoyed nearly 18 hours of coverage on ITV1, with a cumulative audience of more than 11 million, while Sky Sports broadcast more than 100 hours of highlights (beginning with a three-and-a-half hour programme

But average speed is not everything. MST Sports Timing, responsible for the accurate logging of nearly all major race meetings in the UK on two and four wheels, also has speed traps sited in at least two points on each circuit. At Thruxton, these are part-way between the fast sweeping curves of Village and Church, also at the start-finish line.

Last year's fastest speed at Sector 1 was Leon Haslam's 153.2mph, while the top startline speed was Shane Byrne's 131.8mph; although Snetterton's average speed is lower than Thruxton's, however, last year's highest Sector 1 speed trap (and the highest in the BSB) was 172.5mph... interestingly, recorded jointly by BSB Cup front-runner James Buckingham and Hawk Kawasaki rider Peter Hickman.

For those interested by the comparison, the British Touring Car Championship lap record here shows an average of 107.75mph, while the fastest speed trap figures are 130.8mph at Sector 1 – reigning Champion Matt Neal achieved that in his Honda Integra last year – and 100.7mph at the startline (Neal's team-mate Gordon Shedden and

David Pinkney), while the lap record average is 107.75mph, down to Shedden.

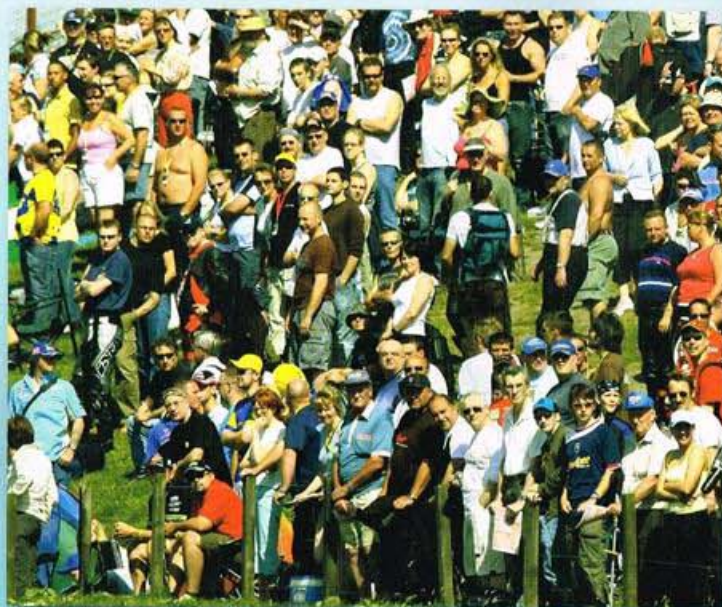
**N**ew official van supplier to the Bennetts British Superbike Championship is the LDV Group, the Birmingham-based manufacturer supplying five of its latest, award-winning Maxus vehicles. Off-track, they will be used to transport the five tonnes of track, medical and support equipment needed to operate the championship; on-track, they will be seen in the hands of the RACESAFE personnel, used to retrieve the machines of riders who have either fallen or suffered a technical problem.

LDV's involvement has been welcomed by the managing director of championship promoter Dorna UK, Tony Partis, who said: "We are delighted to have a leading British manufacturer involved with our championship." Tony Lewis, sales and marketing director LDV said: "We have a long history of being involved in sponsoring major UK sporting events and they don't come any bigger than the British Superbike Championship."

starting at 8.00pm each raceday)... and these covered not only BSB itself, but also the support races.

In some ways just as important is the news broadcast coverage given by regional radio and television stations, which cover the morning audience

through radio and the evening crowd through television. In advance of BSB meetings, there are previews in the relevant region often concentrating on a local rider, while post-meeting coverage will tend toward general reportage and news items.



## THINK! Motorcycle Academy at Thruxton

The THINK! Motorcycle Academy brings together the best from BSB and beyond. Located in the Trade Village, we're open on qualifying day and raceday to reflect our on-going sponsorship of the Bennetts British Superbike Championship.



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DESIGN ■ PRINT ■ EVENT MANAGEMENT ■ AUDIO VISUAL ■ MARKETING ■ PROMOTIONS ■ MOTOR SPORT



**When Ryuichi Kiyonari claimed the Bennetts British Superbike crown last year, he became the first Japanese rider to win the premier title in British racing... but he reckons even that is over-shadowed by the sheer joy of tasting the winner's champagne for the first time as an HM Plant Honda rider**

# Far from home

and made very positive start, and I was on a big high till big crash at Mallory Park.

"I win races, then last year again win races and win title ~ thank you to my team. Very good feeling. Back home, my family and friends very pleased, delighted with my success, lots of parties and celebrations, but still more to do to raise profile back home."

Now he is back for a fourth season;

but how did his involvement with racing in Britain come about? He explains: "The opportunity came from the team. Yukio Kagayama was racing here and he told me about Superbikes. I was aware of the races and was up for the idea, but a big challenge as I knew they were highly regarded."

"It was very tempting with high profile and quality riders. I came over to Louth to discuss in December 2003.

**T**hat moment came at the final round of his first season in British Superbike action ~ 2004 ~ at Donington Park, where he issued a powerful warning of things to come as he chalked up a winning double: "Even today, that is still quite remarkable for me, rather, it is priceless to me."

Those moments provided real enjoyment and meaning for a young man who had been plucked from the comforts of his homeland into the life of rural Lincolnshire. It was a major culture shock, even though Kiyo had already travelled the world the previous year, competing in MotoGP.

"The big difference for me was that at home there were lots of shops, everything was there for you ~ coming to Louth, there was a limited amount of things to go out and purchase. Also, I was living in a hotel. In Japan, I lived in my own place. It was a big contrast... and also very difficult, as I did not understand any English."

His team rallied round to help their new charge, although his first words of English would not have been printable here... and that goes some way to explaining why he is still reticent about giving interviews, just in case the wrong words slip out.

"I learned swear words," he says with a grin. "They said it was normal English and I thought it was. But, I had the team around me and they supported me. The first race was OK but, after that, not satisfactory to me. It was difficult to deal with injuries and they brought me down a little."

"Then, the final round, and I take that double win at Donington. For 2005, I was already relaxed and ready



I went to Cadwell Park. I thought the track was the entrance to the pit-lane. Then I saw the Mountain. I think 'Oh my God!'

"I like straights where the Honda is very fast ~ Cadwell big challenge, very difficult and is still the only circuit where I have yet to win."

Kiyo has one other goal, close to that Lincolnshire circuit: "I want to find girl-friend in Louth ~ I am very domesticated. Doing things like cleaning and tidying helps me to relax. I like music, any sort, watch DVDs, particularly comedies, but I am not very good at karaoke."

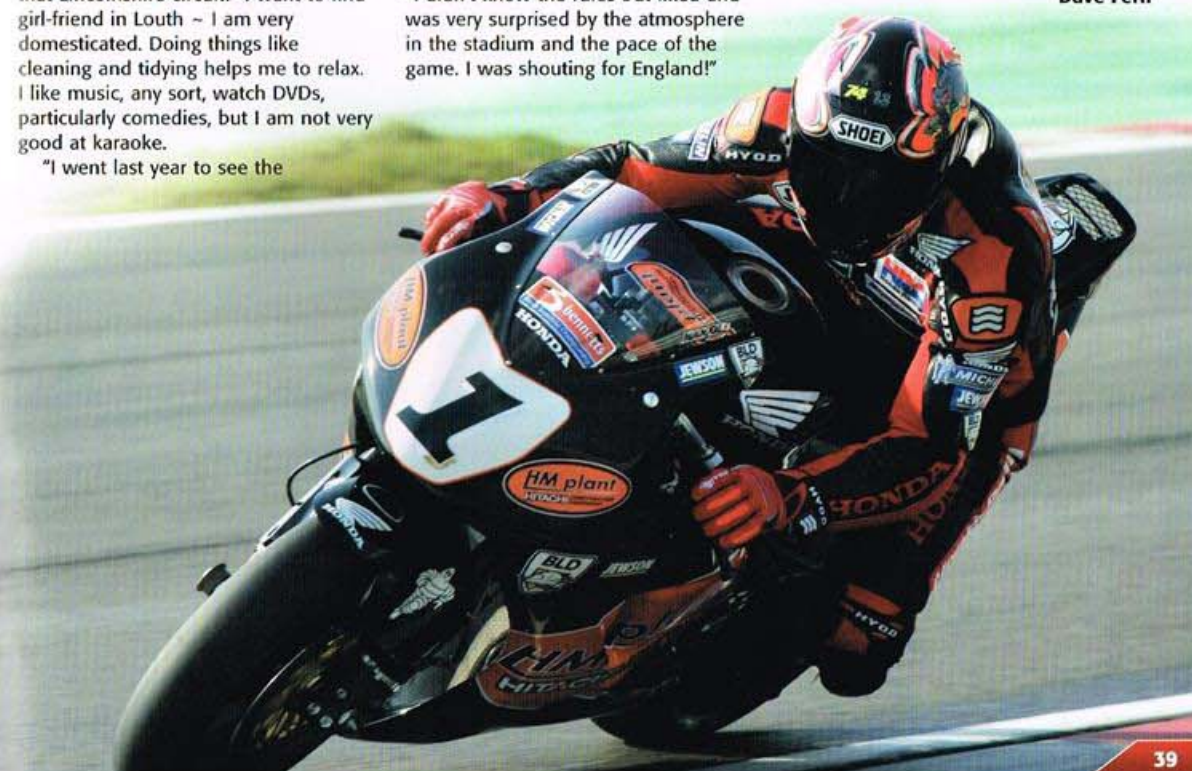
"I went last year to see the

NorthWest 200 race. Unbelievable, crazy ~ I was very excited to watch the guys who were very good there, but I cannot see myself racing there. Now I want to go to see the TT races."

And to give Kiyo a taste of a major sporting occasion away from bike racing, he was taken to see Wales and England play rugby in the Six Nations. "I didn't know the rules but liked and was very surprised by the atmosphere in the stadium and the pace of the game. I was shouting for England!"

Kiyo has settled into the English way of life but now he is eager to return to World Championship action. "I will make the next step up, probably to World Superbikes, ultimately MotoGP." In all probability, that is not too far off, but before then he has the small matter of retaining the British crown to occupy his mind.

Dave Fern





## MARK JOHNS MOTORS

Honda CBR1000RR Fireblade (Pirelli)



## Ryan Farquhar (NIR)

Age 31 Lives Killyman,  
Northern Ireland  
BSB races debut

11

## QUAY GARAGE

Honda CBR1000RR Fireblade (Dunlop)



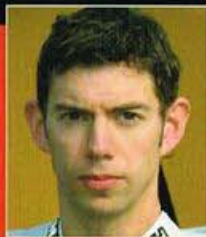
## James Buckingham (ENG)

Age 22 Lives Ilfracombe, Devon  
BSB races 55 since June '03,  
'05 Cup Champion (12 wins)  
Best overall result 7th

56

## HARDINGE ICE VALLEY MOTORSPORT

Honda CBR1000RR Fireblade (Dunlop)



## Tom Tunstall (ENG)

Age 28 Lives Huddersfield,  
North Yorks  
BSB races 2 since April '07  
Better overall result 22nd

21

## NUTTTRAVEL/T&amp;G

Yamaha YZF-R1 (Dunlop)



## Marty Nutt (NIR)

Age 28 Lives Castle Rock, Coleraine  
BSB races 74 since April '02,  
best Cup season '06 (2nd, 3 wins)  
Best overall result 6th

77

## PBM RACING IRELAND

Yamaha YZF-R1 (Dunlop)



## Paul Barron (IRL)

Age 25 Lives Dublin, Ireland  
BSB races debut

27

## THR RACING

Honda CBR1000RR Fireblade (Dunlop)



## Michael Howarth (ENG)

Age 29 Lives Cliviger, Lancs  
BSB races 18 since May '06,  
best Cup season '06 (5th, 1 win)  
Best overall result 16th

94

## TEAM EMCO/NSF RACING

Yamaha YZF-R1 (Dunlop)



## Neil Faulkner (ENG)

Age 38 Lives Watford, Herts  
BSB races 11 since April '02,  
debut Cup season  
Best overall result 13th

28

## MAR

Kawasaki ZX10R (Dunlop)



## Malcolm Ashley (ENG)

Age 37 Lives Stoke Golding, Warks  
BSB races 55 since September '99,  
best Cup season '05 (5th, 1 win)  
Best overall result 13th

111

Chris Martin is not defending his British Superbike Cup title having graduated to the main Championship this year with the Red Viper Honda team, but that should not detract from the cut and thrust in this race-within-a-race for the riders and teams who finance themselves with no manufacturer input.

There is the returning force of James Buckingham, the Devonian intent on regaining the silverware which he feels, with some justification, he was robbed of by injury in 2006 – the Quay Garage rider, one of the true privateer efforts in the series as he struggles to raise every penny necessary to keep the wheels turning, was the Cup winner in 2005 but little went right last year.

He missed the first round because of a bike problem, switched machines to Honda and then won eight of 14 encounters before a heavy crash at Oulton Park left him with serious leg injuries, from which he has now recovered. After Cup pole and a winning double at Brands Hatch last weekend, however, he is determined to show what might have been in 2006, especially here at Thruxton – the circuit nearest to his Ilfracombe home – where he will be hoping to repeat last year's double success.

That said, the opposition looks strong – runner-up last year Marty Nutt has re-grouped and signed up for a Rob McElnea Pro-Ride Yamaha. He can rely on full support, not just from the family business, with father Billy to the fore, but

*Clockwise from below: Buckingham (56) started the season well, with two wins at Brands Hatch, chased home on each occasion by Tunstall (21); there was disappointment for Howarth (94) and Ashley (111), who both had spills*

also from Kieran McCormack of T & G and Pat Crowley of Dawn International – and that support looked set to reap rewards last weekend, with Nutt the Cup leader, until an unfortunate pair of retirements.

While Nutt will clearly be a force to reckon with, both former rugby league



## Cup and thrust

player Michael Howarth and his ex-team boss Malcolm Ashley can certainly shake things up; the pair of them suffered badly last weekend, however – Howarth had a big accident on the THR Honda in the Monday morning warm-up, while Ashley's big high-side on the MAR Kawasaki brought out the safety car in the second race (see Stop press! for the latest news).

While the Cup entries are currently rather inconsistent, others to watch for include Neil Faulkner, who made a handful of appearances alongside Paul Young in the Grafters Team several years ago, and is back for more, looking to build on the successes he has enjoyed in Powerbike action as he lines up with his Yamaha to take on four Cup debutants.

Paul Barron also rides Yamaha in the PBM Racing Ireland colours. The Dubliner won last year's MRO Powerbike Championship crown in style; he won

eight of 27 races, picked up another five other podium finishes and claimed a couple of lap records for good measure.

He could spring a few surprises, just as Tom Tunstall has already – a regular in the World Supersport series for the past couple of years, he has brought his own

Hardinge Ice Valley team into Cup action with the promise of hard racing, the result of the skills and experience gained on the world stage; last weekend was a good start, with a brace of second-place finishes behind Buckingham.

Completing the Cup entry is Ryan Farquhar aboard the Mark Johns Motors Honda – he has a strong pedigree

in road racing and will be quick to adapt to the short circuits, while the fast sweeping nature of Thruxton will almost certainly be to his liking... and that could point the way to the top step of the podium.

Dave Fern

## The story so far...

## April 9, Brands Hatch GP – Race 1

- 1 James Buckingham (Quay Garage Honda) – 23rd overall
- 2 Tom Tunstall (Hardinge Ice Valley Motorsport Honda)
- 3 Malcolm Ashley (MAR Kawasaki)

**Fastest lap** Marty Nutt (Nutt Travel/T+G Yamaha), 1m 28.412s, 93.69mph/150.78kmh

## – Race 2

- 1 Buckingham – 21st overall
- 2 Tunstall

**Fastest lap** Buckingham, 1m 29.080s, 92.99mph/149.65kmh

**Points** 1 Buckingham 50 2 Tunstall 40 3 Ashley 16





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Maxxis British Supersport Championship

**T**he Maxxis British Supersport Championship is a real proving ground for riders keen to hot-foot up the racing career ladder ~ the top four from last season have all moved onward and upward but, far from creating a void, the path seems likely to be just as congested with top riders gunning for honours.

There are some tough acts to follow: last year Cal Crutchlow took the title by finishing every race bar one in the top three, beating hard-working Tom Sykes ~ both racing and developing the new Suzuki ~ into second place. Along with former champion Leon Camier, Crutchlow and Sykes have moved into Superbikes, while Eugene Laverty, third in last year's rankings, is competing in 250cc Grand Prix.

The efforts of Sykes, who four times finished second aboard the Suzuki last term, may well have been crucial to last weekend's results for the TAS team, now enjoying the support of the Relentless energy drink as its title sponsor. Having raced for the Stobart team in Superbikes, Michael Laverty has returned to the 600 class to head up its challenge for the crown, and victory at Brands Hatch, with team-mate Ian Lowry third, was an excellent start for the team.

Determined to do well, former British 250cc Champion Jamie Robinson, who lines up on the Bykerbabe Honda, started

## Proving ground



his season off with second place, while the Lowes twins ~ Sam and Alex ~ have graduated from the British 125GP series alongside champion Daniel Cooper and are likely to impress once they settle.

Young Scottish rider Stuart Easton has already won this championship, then riding a Ducati for Paul Bird's team, but is now fronting up the Isilon MSS Discovery Kawasaki effort. After beginning last season with a winning ride at Brands Hatch and a strong second place here, he

was lured into World Championship action, but with only modest returns.

With the Kawasaki effort revolving around him, Easton should pose the opposition many problems ~ he started the season with fifth at Brands Hatch ~ but he will have to deal with the double-pronged threat coming from the Virgin Media Yamaha team. Billy McConnell leads that effort, having stepped back from Superbikes to ride alongside Tom Grant, who has earned this opportunity by

*Clockwise from below: last weekend's season-opener saw a win for Laverty (2), with Robinson (77) second; McConnell (4) crashed out; former 125 champion Elkin was fifth in the Cup*





winning last year's Virgin Mobile Cup. It is the first time that Yamaha has put together such a determined entry... and team boss Rob McElnea does not usually go in for anything he cannot win!

The battle should be interesting, as Honda also has some strong candidates for the top spot. Ian Hutchinson heads up its Bike Animal-backed team, the Yorkshireman impressing during testing as he prepared for a full assault on the title as a factory-backed rider. Honda also sees him as key to its efforts in the road events, including the Isle of Man TT and NorthWest 200 races.

That is also the case for John McGuinness, who is riding for Padgett's Honda team. The outright lap record holder around the tortuous Mountain Course is promising that the new slim-line Lancastrian will be a force to be reckoned with in this series. "You can't go round



Brands Hatch was not kind to Hobbs (25), concussed in a race-stopping accident, nor Jessopp (40), who was disqualified

eating pie and chips all of the time and get away with it," explained McGuinness with a smile. "I'm in better shape now than ever, look better, feel better, my weight is down and I'm fit and healthy."

He is also keen to point out that, although everyone talks about his TT exploits, he has a strong short circuit pedigree, having won the British 250cc crown and also come close to Supersport glory. "I want to get another title and this year riding for Clive Padgett feel that is a real possibility. He is old school, with no pressure and a lot camaraderie, but he is totally committed and I want to get good

results for him and for me. This is a big year for me, both with the TT, which is 100 years old and therefore the races that everyone will remember, and on the short circuits. Importantly, I want to show that I am worthy of my place on the short circuits and not just there on the back of the TT."

Youngsters are key to the development of the category, through the Supersport Cup, a race-within-a-race designed to encourage upcoming riders with limited budgets. Former British 125GP runner James Westmoreland prevailed last weekend at Brands Hatch, beating Craig Fitzpatrick and Jack Kennedy, while twice 125GP champion Christian Elkin - after a year riding Triumph, he has switched to Honda - finished fifth.

Dave Fern

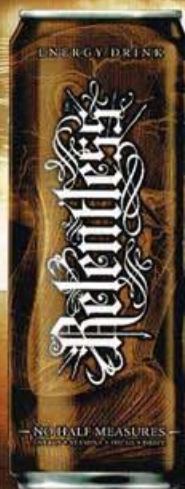
### The story so far...

April 9, Brands Hatch GP - Round 1

- 1 Michael Laverty (Relentless Suzuki by TAS)
- 2 Jamie Robinson (Margal/Bykerbabe Honda)
- 3 Ian Lowry (Relentless Suzuki by TAS)

Cup James Westmoreland (Centurion Racing Honda) - 10th overall

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John Reynolds



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## British 125 GP Championship

# Youth club

The British 125GP Championship always provides an intriguing mix of experience and youthful exuberance; in many ways the focus is on the latter, with much emphasis placed on the youngsters receiving a good grounding in the sport on which to build their future careers.

This is most clearly demonstrated by the Dorna Academy Cup, which provides a race within the main body of the championship for riders aged between 14 and 16. They learn their trade in a professional environment, and the rider judged to have shown the most potential over the 13 rounds will earn an all expenses-paid weekend with the Red Bull MotoGP Academy in Spain.

Anthony Rogers won the Cup last season and, riding for the UK1 team, is back for more, the opposition including Robbie Stewart on a KRP-entered Honda; they were the class of the field at Brands Hatch last weekend, Rogers beating Cup pole-sitter Stewart to third place overall. Among those set to take

who form a large part of the starting grid here: Luke Hinton, Dan Moreton, Jamie Mossey, Sam Neate and Marcus Woodbine are among them.

Taking them on – at the other end of the scale – is Michael Wilcox, a stalwart of this series and the winner of the title in 2003; the Lincolnshire rider, who works as an engineer with a Formula 1 team, was in the running for the crown again last year, but problems in the final third of the campaign dropped him back to third.

As for the 125GP Championship, Ashley Beech and Kev Coghlan set the



From above: last weekend, second-placed Coghlan held Cup runners Rogers (4) and Stewart (17) at bay; teenagers on the career path include Hinton (47) and Mossey (11); Beech (55) won at Brands Hatch



them on is Omagh schoolgirl Nicole McAleer, who narrowly missed out on a place in the MotoGP-supporting Academy race series this season.

Bradley Smith and Danny Webb have both progressed from the British ranks to World Championship action, and that is high on the agenda of the teenage riders

pace last weekend; Coghlan is a rider with huge potential, who finds himself back on the domestic scene after a move into Grand Prix fell through at the 11th hour – expect to see the Scot upping the ante in a title bid in his efforts to secure a World Championship ride. Watch, too, for Michael Hill (Taboo

Honda), while Nikki Coates and James Ford should prosper with the highly-professional KRP team.

Catherine Green and Jenny Tinmouth return, both promising better things than last year, when they found themselves running downfield – Tinmouth tells visitors to her web site, ([www.jennytinmouth.com](http://www.jennytinmouth.com)) that she is the fastest female on the BSB scene and a couple of years ago was the first lady race to lead a British championship race – and to score points – with a 10th place at Mallory Park. She bettered that result with seventh at her local Oulton Park last term, and is now aiming for the podium.

Dave Fern

## The story so far...

April 9, Brands Hatch GP – Round 1  
1 Ashley Beech (Colin Appleyard/Macadam Honda)  
2 Kev Coghlan (UK1 Racing Honda)  
3 Anthony Rogers (KRP Honda)  
Academy Cup Rogers



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## Virgin Media Cup

Is it the lure of becoming television stars, or the chance of a winning a ride in the Virgin Media Supersport team? This year's Virgin Media Cup has a buoyant entry list, with several of last term's regulars intent on taking the crown.

David Paton enjoyed his moment of glory last year, when he won his home round at Knockhill, while Ulsterman BJ Toal was a consistent points-scorer, on his way to fifth place at year-end, the most successful of the returning riders. And Toal started well last weekend, with pole position and the race win, although Paton was the early leader until collected and dumped in the deep gravel at Druids. Former 125 racer Dean Hipwell fought off a late challenge to finish second ahead of another of the returning riders, Peterborough's Midge Smart, who twice finished fourth last year.

All of this happens, of course, under the glare of the television cameras, which are again working on the *Natural Born Racers* fly-on-the-wall documentary programme that is shown on Channel 5 at the end of the season.

The emphasis of the Cup is rider ability ~ all of the R6 machines are prepared to identical specification by Rob McElnea's

working as an ambassador to the Virgin Media Cup; with a wealth of experience, which also includes a decade in Grand Prix racing, he will be sharing his considerable knowledge to the riders, who will have an instant benchmark by which to judge themselves, as they watch the

## Star quality



*Clockwise from below: Toal (36) won round 1 last weekend; Aldersley (4) was quick in qualifying; Van Den Bos (18) and Salinger (94) bring an international flavour; Paton (65) got the hole shot at Brands*



rest of the racing programme at each event.

The four previous winners of the Cup have all progressed through the ranks: now in his fourth year as a Virgin Yamaha Superbike rider, inaugural Champion Tommy Hill has already joined the ranks of BSB race-winners, while 2005 winner Richard Wren is competing in Superstock and the two most recent winners, Billy McConnell and Tom Grant, are lining up for the Virgin Media Supersport team.

Dave Fern



### The story so far . . .

April 9, Brands Hatch GP ~ Round 1

- 1 BJ Toal (JB Plant Racing Yamaha R6)
- 2 Dean Hipwell (CDH Racing Yamaha R6)
- 3 Midge Smart (Yamaha R6)



# New dimensions

The arrival of two all-new machines in the Metzeler Racetec National Superstock Championship and Superstock Cup promises to add further dimensions to races that are always both over-subscribed and highly-competitive.

In the main championship, much of the attention will be focussed on the latest 1098cc Ducatis, with Buildbase riders John Laverty (eighth at Brands Hatch last weekend) and Kieran Clarke eager to make a big impression ~ early outings on this new challenger from the Italian stable suggest that it will be more

quality of the entry and so many good riders, it is going to be hard."

Laverty shares those views: "I've been happy with the bike through testing and, for something so new, it has gone very well and is a good all-round package; as with anything new, you can always do with more time to work on testing and development. Around us, though, we have a



best in the opener last weekend.

But it was tried and tested that worked best at Brands Hatch ~ back from Superbikes, Glen Richards (Embassy Racing Yamaha) prevailed in a close qualifying and race battle with experienced South African Hudson Kennaugh, the winner at Thruxton last year ~ he's riding for the Raceways Yamaha team ~ while the tough, hard-riding Liverpoolian Steve Brogan finished third on his Tengen Honda.

Riding the Krystal Space Air Yamaha, former champion Lee Jackson is keen to get his hands on the silverware again: "The new bike is spot on, really good with more mid-range power. It is every bit as strong as last year's, handles really well and has lost none of last year's good parts but gained some more. I'm really happy with it."

Ben Wilson, like Jackson from Lincolnshire, could also be in the frame. He has moved across from Superbikes, while Matt Whitman who came close to Virgin Mobile Cup honours last term rides the STP Suzuki. Keep an eye on both Marshall Neill and Stephen Thompson, not forgetting Craig Beggs, Gareth Glynn, Kenny Gilbertson and Les Shand.

The action promises to be equally frantic in the Superstock Cup, with riders including Norman Brunton, Gary Jackson and Paul Shoesmith looking potential front-runners, although it was James Hurrell who came out on top last weekend in Kent.

Dave Fern

Clockwise from below: Kennaugh (3), Quigley (51) and Brogan (17) all mixed it with eventual winner Richards, but couldn't contain him. Laverty was best-placed Ducati in eighth; Coates clocked a top 10 finish

than a match for the regular four-stroke bikes from the Japanese makers.

Langley Mill rider Clarke is well-pleased: "These bikes have the legs to take on the rest ~ it is not just hype about how strong and fast they are. Riding them feels good and I am certain that I will be in the ball-park in the early-season racing although, given the

well-organised team and I am looking forward to a good year." Clarke's new neighbour, Jon Kirkham from Derby, also has one of these Ducatis ~ his will run in Samsung colours ~ as do Joe Dickinson, Danny Fry, Ian Parkin-Coates and Michael Pensavalle.

The other addition comes in the form of the 1000cc MV Agusta F4 ~ Martin Buckles, the runner-up in last year's Superstock Cup, Victor Cox and Howie Mainwaring are aiming to cut a dash with these superb bikes... and Mainwaring's 14th was the



## The story so far...

April 9, Brands Hatch GP ~ Round 1

- 1 Glen Richards (Embassy Racing Yamaha)
- 2 Hudson Kennaugh (Raceways Yamaha)
- 3 Steve Brogan (Tengen Honda Racing)

Cup James Hurrell (Enanjay Racing Suzuki)

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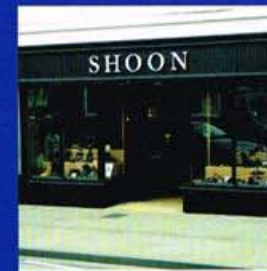
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