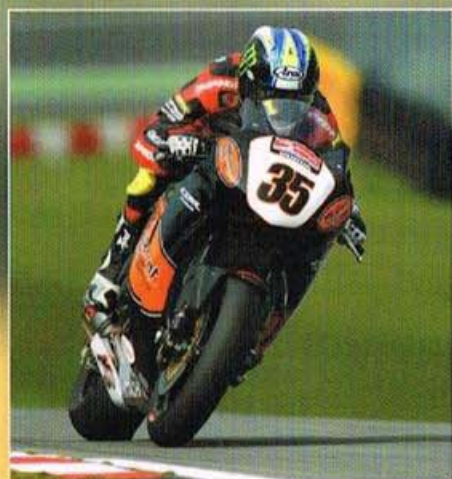


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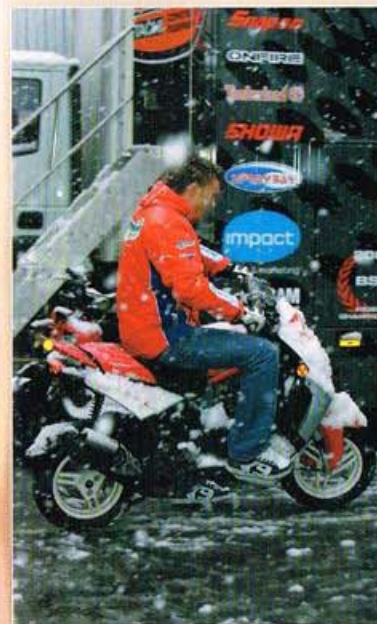
from championship sponsor Bennetts and host circuit Thruxton

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Thanks to the heavy snowfall at Brands Hatch two weeks ago, this weekend has effectively become the curtain-raiser to the 2008 Bennetts British Superbike Championship. The pre-season hype suggesting that this will be the 'year of the young guns' was borne out to a large degree by the action seen on the Kent grand prix circuit, though it was former champion Shane Byrne who had the distinction of claiming the first pole position of the new term for Airwaves Ducati, as Dave Fern reports

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There is no doubting the popularity of these two Championships, restructured for the new season, with the 'big-bike' 1000s and 'Junior' 600s

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Front cover, main picture: Shane Byrne drew first blood at the aborted Brands Hatch opener, claiming pole for Ducati. A superb struggle for top manufacturer is in prospect, though, with (from top) Cal Crutchlow (Honda), Karl Harris (Yamaha) and Tom Sykes (Suzuki) all in the top five

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Toseland's take on Bennetts BSB

My personal sponsor Bennetts asked if I would put together a column for every Bennetts British Superbike Championship programme this year on their behalf and I jumped at the chance. Despite my moves into the Superbike World Championship and, more recently, MotoGP I'm still a big fan of the domestic series.

Each column will be a catch up with me and a look at how Bennetts BSB is progressing in 2008. I'll also be reviewing the Bennetts rounds of the HANNSpree Superbike World Championship later in the year. My first column ran in the Brands Hatch programme, but not many of you would have seen that due to some unusual circumstances!

It's been a strange start to the 2008 Bennetts British Superbike Championship with the final pre-season test at Snetterton and the season opener at Brands Hatch both being thwarted by snow. The series and contenders are showing a huge amount of potential and I can't wait to see the first race.

At the time of reading this, you should be witnessing the eagerly anticipated kick-off of Bennetts BSB at Thruxton. We've already had three rounds of MotoGP and the Bennetts-backed Superbike World Championship and the season is hotting up in both series.

I'm enjoying racing in the world's premier class and surprising people by being in contention at the front of the pack consistently. To have already challenged experienced riders like Valentino Rossi and my team-mate Colin Edwards is fantastic and I'm determined to be increasingly competitive as the season progresses. The British public have really got behind me, as have fans on the Isle of Man where I live, so I want to give them something to be proud of.

In Bennetts BSB, Shane Byrne established himself as the man to beat quite quickly at Brands Hatch. He led the practice and qualifying sessions to secure pole position and is with a very competitive team. What's more the Kent circuit is Shakey's home track so it will be interesting to see if he can continue his form at Thruxton.

He already had Leon Haslam, Cal Crutchlow, Leon Camier and Karl Harris snapping at his heels. I know they'll all be really disappointed to have to wait another two weeks before the first race but, for me, the snow hasn't been all bad since I got to enjoy a snowball fight with eight of this year's Bennetts Babes!



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Once again it is my pleasure to welcome all those involved in the Bennetts British Superbike Championship and the supporting races here to Thruxton. I also extend a warm welcome to all of the spectators who have turned up to experience what I am sure will be a spectacular weekend.

While it was unfortunate that no racing could take place at Brands Hatch two weeks ago, it means that the first racing action of the year takes place at Thruxton on what is the fastest race circuit on the Superbike calendar. The circuit has been likened to many that are listed on the MotoGP and World Superbike calendars, being fast and flowing in its nature. As a result it always provides a real test for both rider and machine and will inevitably produce thrilling and close action for our enjoyment.

Each year the standard of competition seems to improve beyond our expectations and this is one reason why the British Superbike Championship is considered to be the best and most fiercely-contested national championship in the world, which is a real credit to all those involved in its organisation and promotion.

I would like to express my thanks to all of the officials involved in the weekend for their efforts, along with special thanks to all of you fans who have turned out to watch the action. We hope that you all have a great event and ~ most important ~ a safe journey home.

Dennis Carter
Chief Executive
Thruxton Circuit

As the nation's favourite for bike insurance, Bennetts is proud to sponsor the most exciting and competitive domestic motorcycle series in the world for the fourth consecutive year.

Welcome to the 'new' opening round of the Bennetts British Superbike Championship at Thruxton. I am sure that the riders can't wait to get going and prove their worth after being thwarted by the snow at Brands Hatch.

It was great to see so many high spirits at Brands Hatch despite the weather. The track staff must be given special thanks as they were stood out in the snow for many hours helping the public. Even the Bennetts Babes remained enthusiastic as they ventured out on the grid!

Let's also hope that Thruxton provides the excitement we were hoping for at Brands Hatch. We wish everybody the best of luck.

Kal Samra
Managing Director
Bennetts



Bring it on!

The action starts for real here: the practice and qualifying sessions at Brands Hatch two weeks ago provided an appetiser for what lies ahead on this demanding, super-fast circuit; thanks to the heavy snowfall, this weekend is effectively the curtain-raiser to the 2008 Bennetts British Superbike Championship

The pre-season hype suggesting that this will be the 'year of the young guns' was borne out to a large degree by the action seen on the Kent grand prix circuit, though it was former champion Shane Byrne who had the distinction of claiming the first pole position of the new term.

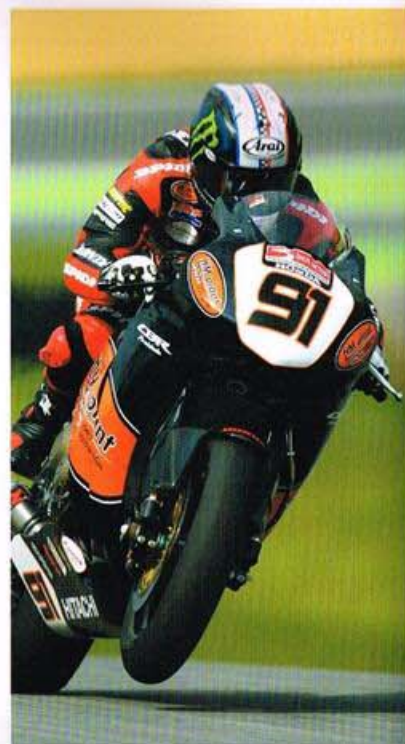
He is back riding Ducati, the marque that carried him to the crown in 2003,

although now he is in Airwaves leathers and using the latest 1098R machine, which he reckons has some small similarities to the one that he rode so successfully for Paul Bird's team. "That was like a life-time ago - don't reminisce, look to the future," said the former Sittingbourne resident who now makes his home in Zurich.

"I'm feeling comfortable in the team, which is one of the best in the paddock and the bike was good straight out of the box," added Byrne. "It was a bit of an unknown in terms of outright speed until we arrived at Brands with everyone else."

Those words were echoed by his team boss, Colin Wright: "It was only then that we knew how competitive we were and that the others were not doing as well as us." Byrne out-pedalled the rest by a third of a second in qualifying, but the intervention of the weather denied him the opportunity to test that pace over a full race distance.

That will happen here, but it is certain that Byrne and his young teammate Leon Camier, now recovered, just about, from the leg injuries sustained



All change for two young British chargers: Haslam (top) joins HM Plant Honda from Airwaves Ducati, replaced by Camier, who switches from Biko Animal Honda



in an horrific crash at Cadwell Park last August, will be at the sharp end of the action and duelling with the two HM Plant Honda riders Cal Crutchlow and Leon Haslam.

Haslam in particular is keen to get ahead of the Airwaves duo, having left that team in the closed season to join forces with the Honda equipe, which has powered the title-winner in each of the past two seasons, in which he has finished second and third.

"Whichever way you put it - 'third time lucky' or 'now or never' - I am going to be up there. Having just missed out on the title twice, having taken the battle to the final round, I see this as a 'must-win' year," said Haslam.

"Shakey Byrne will be hard, but if I am to win the title, then I want to have earned it by beating the best - he will be very competitive and Tom Sykes was fantastic in his first year. The championship is stronger than ever this year and it will be very competitive."

He and Crutchlow, who turned down the opportunity to be a

Harris (above) hopes the move to Rob McElnea's Yamaha will bring him his long-awaited first BSB win, while Easton (below) gains full status at MSS Discovery Kawasaki

professional soccer player to concentrate on his racing, were well on the pace both in testing and, more important, at the aborted opening round, and Haslam is convinced that the all-new Fireblade is a race-winner.

"It's real good, a lot better than last year's bike - that was developed for racing as far as possible, but we have an all-new machine. The bike is coming on in leaps and bounds and, though there is still some development work to do and parts to test, I know that it is capable of winning races now. There is a lot more to come as the season progresses."

Karl Harris is still seeking that

elusive first victory in the top flight but, having moved over to riding Yamaha, that moment could be closer - he is one of five former winners of the British Supersport title in the races here and is keen to repay the faith shown in him by Rob McElnea, for whose team he is the lone rider.



Vision of the future

It has been all change in British Superbikes over the winter. These are the key changes:

- **MotorSport Vision** has taken over the commercial rights from Dorna UK, with the promise of strong promotion and drive. Through its MSV Racing division, the Brands Hatch-based group is now also the organiser of the races

- the technical rules have had a make-over, too, with the emphasis moving back to basics and the use of stock parts and the production machine base

- a one-make tyre regulation has been introduced, with limitations on the number of tyres that may be used at an event. After a tender process, Pirelli was awarded the contract

- the thinking behind the new technical and tyre rules is both to make the series more cost-effective and also to level the playing field, making for closer and more exciting on-track action

- also new is the 'BSB Superbike of the Future' concept for bikes running to fully-restricted Superstock technical regulations with the allowance of racing wheels to accommodate racing tyres

- television coverage has been extended, with 'live' coverage of each round on British Eurosport and highlights packages on Channel 4, with programmes also available to a growing international audience - the new deal represents 48 hours of live and 66 hours of highlights coverage of BSB in the UK, and includes the Fuchs-Silkolene British Supersport Championship and Henderson Yamaha R1 Cup. On Thursdays, a 'British Superbikes Extra' show will feature the other action from the Relentless British 125GP Championship, Metzeler National Superstock 1000 & 600 and the Focused Events KTM Super Duke Battle

1098



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* Does not constitute a full dealer listing.

The Sheffield rider upstaged some of the more fancied runners with a strong showing across practice and qualifying a couple of weeks ago and is determined to be among the front-running pack and return to winning ways.

That is also the goal of Sykes, who was the 'Rookie of the Year' last season (see page 23 for Sykes's high-speed lap of Thruxton). Having now switched from Honda to Rizla Suzuki, the Huddersfield racer is looking good to continue that vein of form having quickly settled into the team, alongside its double Japanese Superbike Champion Atsushi Watanabe.

He is facing the double challenge of adapting to the English way of life and language, while also learning new circuits. For the latter,



International flavour: Aussies McConnell (left, MSS Discovery Kawasaki) and Johnson (above, Team Maxxis Honda), Japan's Watanabe (below, Rizla Suzuki); Martin (top, Hydrex Bike Animal Honda) returns to the domestic scene with valuable MotoGP experience

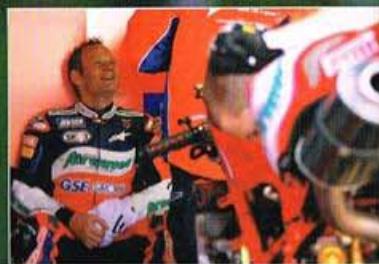
he is relying on the help of former champion John Reynolds, while the ever-smiling Sykes is helping him to settle in.

"Tom is an unusual, funny, easy and friendly team-mate which I like a lot. I also have a big respect on his talent as well, and we have been having a very good relationship," reflected Watanabe,





That is also true of Michael Rutter, the most experienced rider in the pack, and who is back riding a Ducati - he was the first race winner when the championship was re-launched back in 1995 aboard a Ducati. He races in the NorthWest 200 colours, promoting the annual road race in Northern



Ireland as he rides in this series. In that he will be facing the challenge of Guy Martin, the Hydrex Bike Animal Honda rider who is paired up with former Superbike Cup winner and MotoGP rider James Ellison for a determined tilt at the British crown. Kawasaki has a strong presence: Stuart Easton and Aussie Billy McConnell ride the MSS Discovery factory-backed machines, while Scott Smart continues to race for Stuart Hicken's Hawk concern. Others to watch are Tristan Palmer, last year's Cup winner who has graduated into the main championship, riding the Tena for Men Honda, along with Adam Jenkinson on the SMT Honda together with Simon Andrews on the Lloyds British Jentin Yamaha. He surprised a few with his pace at Brands Hatch and could do the same again here.

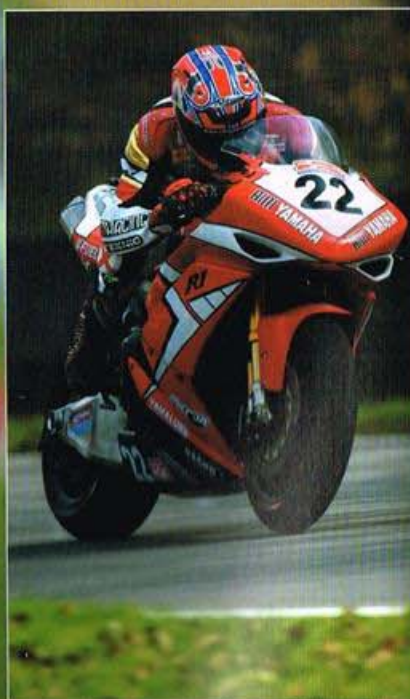
Dave Fern

who has also been briefed on what to expect as the season unfolds by fellow-countrymen Yukio Kagayama and Ryuichi Kiyonari, both with BSB experience.

Running a similar bike, but in the Relentless colours, is Michael Laverty - he stepped back from Superbike racing to take the Supersport crown last season and he continues with the TAS Suzuki team and is certainly a rider to keep an eye out for here.



Last season's top Rookie Sykes (main pic, Rizla Suzuki) wants to join the race-winners around him - from top: Rutter (NorthWest 200 Ducati), Byrne (relaxing at Brands after claiming pole for Airwaves Ducati), Smart (Hawk Racing) and Plater (AIM Yamaha) have 50 BSB victories between them, half down to Rutter



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AIRWAVES DUCATI
Ducati 1098R F08

Leon Camier (ENG)

Age 21 **Lives** Wimborne, Dorset
BSB races 22 since April '07,
 best season '07 (8th)
Best results 2 x 2nd
Fastest laps 1

2

Shane Byrne (ENG)

Age 31 **Lives** Zurich, Switzerland
BSB races 147 since May '99, '03 Champion
Wins 17
Pole starts 5
Fastest laps 17

67


A spectator who became a sponsor, first for Tim Bourne and then Team Green Kawasaki, Darrell Healey founded his own team, GSE Racing, for the 1997 season; the outfit rapidly became established as the pace-setters in British Superbikes, winning the title in successive years with Troy Bayliss and Neil Hodgson, before graduating to World Superbikes. For the next three seasons, GSE was at the fore-front of the action, boasting high-calibre rider line-ups including Hodgson, James Toseland and Chris Walker... and that despite not enjoying full factory support from a manufacturer. It was the absence of this backing that led to the strategic decision by GSE to take a year's sabbatical in 2004; the team returned with Ducati's full factory support, regaining the British title with Gregorio Lavilla in 2005, while Leon Haslam finished fourth. Both riders were retained for the next two seasons, with Haslam finishing second and third, although Lavilla was unable to match the heroics of his title-winning term. For this season, the team has signed Leon Camier and Shane Byrne.

MSS DISCOVERY KAWASAKI
Kawasaki ZX10R 2008

Stuart Easton (SCO)

Age 23 **Lives** Hawick, Scotland
BSB races 11 since March '04,
 best season '04 (23rd)
Best result 7th

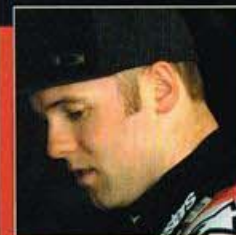
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Billy McConnell (AUS)

Age 21 **Lives** Hinckley, Leics
BSB races 23 since March '06,
 best season '06 (16th)
Best result 7th

8


Formed at the end of 2003 season, MSS Discovery is the amalgamation of two teams: the present-day outfit comprises MSS Kawasaki, which was started in the late 1980s by joint team owner Nick Morgan, and Discovery Racing, founded by Stuart Simmonds. Having campaigned in both British Superstock and Supersport, the team has a strong pedigree with Kawasaki, having run top riders in Supersport, including Pere Riba, and also introduced French Superbike Champion Julian da Costa to Superstock and Superbike action. Last year was the team's first in BSB as the official factory-supported team in British Superbikes, running a single-rider team with Michael Rutter, although its Supersport rider Stuart Easton deputised several times. Former Supersport Champion and a protégé of the late Steve Hislop, Easton stays on this year, joined by Aussie Billy McConnell, winner of the 2005 Virgin Mobile Cup.

RELENTLESS SUZUKI BY TAS
Suzuki GSX-R1000

Michael Laverty (NIR)

Age 26 **Lives** Toomebridge, Northern Ireland
BSB races 42 since March '05,
 best season '06 (9th)
Best result 2nd
Fastest laps 1

4

Reigning British Supersport Champions TAS Racing Ltd and Michael Laverty - Relentless Suzuki by TAS also claimed the runner-up spot through Ian Lowry - progress to the top flight this year. Laverty's previous experience of BSB with Paul Bird's outfit (he finished in the top 10 in 2005 & '06) should prove valuable alongside TAS Racing's impressive record in international road racing, including 11 Isle of Man TT victories, 13 in the North West 200 and 10 in the Ulster Grand Prix.

ROB MAC RACING
Yamaha YZF-R1

Karl Harris (ENG)

Age 28 **Lives** Sheffield, North Yorks
BSB races 91 since July '00,
 best season '06 (5th)
Best results 5 x 2nd
Pole starts 1
Fastest laps 2

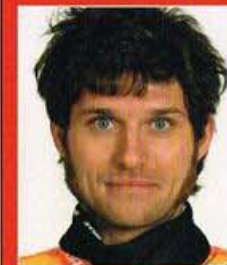
5

Factory-backed Yamaha effort running in Rob Mac Racing colours with the former British Champion and Grand Prix rider Rob McElnea focussing his Superbike attention on the single bike for Karl Harris. There might not be a title sponsor, but that should not detract from the effort, as rider and team patron are keen to showcase what they can achieve, with a determined effort to return to the glory days when the team won three consecutive titles with Niall Mackenzie. Triple British Supersport Champion Karl Harris hopes the switch from Honda will help him replace the stat Best results 5 x 2nd into Wins 1 (or even more!)


HYDREX BIKE ANIMAL HONDA
Honda CBR1000RR Fireblade

James Ellison (ENG)

Age 27 **Lives** Kendal, Cumbria
BSB races 26 since March '04,
 best season '04 (Superbike Cup winner,
 12th overall)
Best result 5th

7

Guy Martin (ENG)

Age 26 **Lives** Kirmington, Lincs
BSB races 12 since April '07,
 best season '07 (27th)
Best result 10th

9


Team Principal Shaun Muir raced during the 1980s and '90s, before switching to team management in the British Supersport and Superbike Championships. In 2005, his SMR team fielded Kieran Clarke and, later in the season, Steve Plater on Honda CBR1000RR Fireblades. For 2006 and 2007, SMR ran Gary Mason, Glen Richards, Karl Harris and Guy Martin, with Martin bringing strong results in the team's first year on the roads. For this year, the Hydrex-backed outfit has linked with Bike Animal to form Hydrex Bike Animal Honda. Riders are former British Superbike Cup winner James Ellison and, for a second season, road race specialist Guy Martin. Ellison returns to the domestic scene, bringing international experience from MotoGP in 2005 and 2006, then the American AMA series for the factory-backed Honda Corona team last year. Martin joined the team at the start of 2007 and achieved a number of podiums at the North West 200, Isle of Man TT and Ulster GP. Committing himself to a full assault at the BSB championship will also give Martin a perfect build-up to the international roads events.

SMT HONDA
Honda CBR1000RR Fireblade

Adam Jenkinson (ENG)

Age 23 **Lives** Manchester
BSB races debut

11

SMT - or Standish Metal Treatment - has been involved in racing in some form or other for three decades. In 2005 and 2006, the company joined forces with Slingshot Racing to run Dean Ellison in British Superbikes; Aaron Zanotti joining the outfit last season on an ex-Virgin Tommy Hill Yamaha, riding with some degree of success. For this year, he is replaced by double mini-moto Champion Adam Jenkinson, whose recent experience includes National Superstock (seventh in '06), a third-place finish in a Castle Combe non-championship Superbike race and appearances last year in FIM Superstock 1000 Cup.



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bsb championship team guide

RIZLA SUZUKI

Suzuki GSX-R1000 K8



Atsushi Watanabe (JAP)

Age 31 Lives Verwood, Dorset
BSB races debut

14



Tom Sykes (ENG)

Age 21 Lives Huddersfield, North Yorks
BSB races 28 since September '03,
best season '07 (6th)
Best results 2 x 2nd
Pole starts 1

66



Run under the auspices of Crescent Racing, owned by former Superbike racer Paul Denning, current team boss of the Rizla Suzuki MotoGP team, this outfit is focussed on regaining the BSB title it won in 2004 with John Reynolds. Having won the title in 2001 for Ducati, Reynolds joined Rizla Suzuki to develop its all-new GSX-R1000 into a race-winner, achieving that goal by June. Yukio Kagayama joined him for the 2003 season and, while they racked up numerous race wins, injury robbed both riders of the chance of the title; Reynolds achieved that in 2004, but his title defence was wrecked by injury. Subsequently, the team has struggled to reach its potential, despite bringing in established riders such as Shane Byrne (on his return from MotoGP), Supersport champion Cal Crutchlow, James Haydon, Scott Smart and four times BSB runner-up Chris Walker. The vastly-experienced Jack Valentine has taken over the key role of team manager for 2008, in which the team has an all-new rider line-up of double Japanese Superbike Champion Atsushi Watanabe and last year's BSB 'Rookie of the Year' Tom Sykes.

JENTIN RACING/LLOYDS BRITISH

Yamaha YZF-R1



Simon Andrews (ENG)

Age 24 Lives Evesham, Worcs
BSB races 27 since July '06,
best season '07 (16th)
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 with the team for a third season.

AIM RACING

Yamaha YZF-R1



Steve Plater (ENG)

Age 37 Lives Woodhall Spa, Lincs
BSB races 149 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 seven years ago, initially running Suzukis for John Crawford in Superbikes and Ross McCulloch in Superstock. For 2003, the team switched to Ducati, 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 returned for 2007, and continues in a 'player-manager' role for 2008.

TENA FOR MEN HONDA

Honda CBR1000RR Fireblade



Tristan Palmer (ENG)

Age 25 Lives New Arley, Warks
BSB races 52 since September '02,
best season '07 (Superbike
Cup winner, 20th overall)
Best result 11th

33



THR Racing was formed prior to the 2006 season to enter Michael Howarth into the British Superbike Cup, but serious leg injuries prevented him from racing. The ride was taken over by former Junior Road Racing Champion Tristan Palmer. He comfortably won the title last year with 13 victories, and who continues with the team, progressing to the main championship.

HM PLANT HONDA

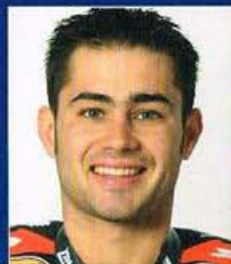
Honda CBR1000RR Fireblade



Cal Crutchlow (ENG)

Age 22 Lives Coventry, Warks
BSB races 26 since April '07,
best season '07 (9th)
Best result 3rd
Pole starts 1

35



Leon Haslam (ENG)

Age 24 Lives Smalley, Derbys
BSB races 92 since July '03,
best season '06 (2nd)
Wins 11
Pole starts 8
Fastest laps 8

91

Honda UK is a long-standing supporter of British Championships, taking the official team name Honda Racing in 2003. The following year, with ongoing sponsorship from HM Plant, the team enjoyed backing from the Honda Racing Corporation through the provision of full factory support for its CBR1000RR Fireblades. Michael Rutter claimed six victories to finish runner-up in 2004, while Japan's Ryuichi Kiyonari was sixth in the series. The following season, the exciting former MotoGP rider won a dozen times, but inconsistency cost him the title and left him second best. Kiyonari atoned for that in 2006 with a dominant performance that took him to the crown, a feat he repeated last term, heading off the challenge of his team-mate Jonathan Rea in the final standings. Both have graduated to the world stage for 2008, replaced in the domestic series by last year's British Supersport Champion Cal Crutchlow and ex-Airwaves Ducati racer Leon Haslam, who finished third to Kiyonari and Rea last year.



RED VIPER RACING

Honda CBR1000RR Fireblade



Aaron Zanotti (ENG)

Age 26 Lives Loughborough, Leics
BSB races 26 since April '07,
best season '07 (26th)
Best result 11th

64

This privately-funded team was established last year under the management of Andy Butterworth to run Chris Martin in British Superbikes; the team enjoys considerable support from some top names in racing equipment and products, among them Harris Performance, Ohlins and PVM. Last year, the outfit saw modest returns, twice running 11th, and looks to develop more this season. Former schoolboy motocrosser-turned road, then track, racer Aaron Zanotti joins the team for 2008, having made his BSB debut with SMT Yamaha last year.



TEAM MAXXIS

Honda CBR1000RR Fireblade



David Johnson (AUS)

Age 27 Lives Hinckley, Leics
BSB races 15 since July '05,
best season '06 (30th)
Best results 2 x 15th

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. The team was formed as PR Racing, winning a number of Club titles before expanding in the BSB as PR Branson Honda. After finishing fourth in the Superbike Cup with Steve Brogan in 2005, it claimed the title through Chris Martin the following year. The team moved up to the main championship in 2007 with Sean Emmett, who was occasionally replaced by former Australian 125 Champion David Johnson, who returns to the team this year.

HAWK RACING

Kawasaki ZX-10R



Scott Smart (ENG)

Age 31 Lives Maidstone, Kent
BSB races 116 since August '96,
best season '04 (4th)
Wins 4
Pole starts 1

88

Managed and owned by the determined Stuart Hicken, himself a former racer, this homey team took on the guise of giant-killers during a best-ever 2004 season, when it took three victories at the expense of its factory-backed rivals. Hicken, formed his own team in 1996, initially running in the Supersport Championship. The team grew and switched to Superbikes, winning the Privateers Cup, before moving into the main championship, running bikes for Aussies Dean Thomas and Craig Coshell and then Pete Hickman. Scott Smart, who gave the team its first BSB victory, rejoined last season and stays on.



CO ORDIT RACING

Yamaha YZF-R1



Dean Ellison (ENG)

Age 30 Lives Coalville, Leics
BSB races 126 since September '99,
best season '02 (10th)
Best results 3 x 7th

118

Team owner Pete Bradshaw began racing in 2002, forming the team the following season to concentrate on 'clubbie' action. Last year, the team graduated to selected rounds of the British Supersport and National Superstock series, and this season is mounting full campaigns in each, to complement its debut in BSB. After a year in World Superbikes, Dean Ellison returns to the domestic series where he had been a regular for the previous seven seasons, variously with Jentin and SMT.



NORTH WEST 200 DUCATI

Ducati 1098R



Michael Rutter (ENG)

Age 35 Lives Kirkby Mallory, Leics
BSB races 277 since April '95,
best seasons '02 & '04 (2nd)
Wins 25
Pole starts 16
Fastest laps 21

200

TH Performance Racing has a long-standing Ducati heritage and has this year forged a relationship with International North West 200 sponsor Kennedy Group to run the latest machines. Aboard them is one of motorcycle racing's top all-rounders, Michael Rutter, who is on course to reach a remarkable record of 300 starts in the British Superbike Championship this season, paralleled by his winning road-race pedigree in the NW200 and Isle of Man TT races. He has twice finished runner-up in BSB and looked set to win the crown in 2005 on a factory Honda; shoulder injuries at the crucial time proved costly.



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TIMETABLE

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Toby Branfoot
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Deputy Clerk of the Course
Dave Francis
Chief Technical Officer
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Race Control Staff
Julie Addison, Debbie Coster, Selina Hawkes, Adrian Johnstone
Safety Car Drivers
Ian Berry, Chris Glendinning
Race Administration Staff
Jennifer Blakey, Ann Haslam, Christine Woods, Paula Woods
Commentators
Larry Carter, Fred Clarke
PR/Paddock & Logistics Co-ordinator
Garth Woods
MSVR Event Team
Richard Freeman, Jane Haffenden, Karen Robinson

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 TSL (www.tsl-timing.com)
Info service Altdigital Rapid Results
Scooter/taxi bikes Yamaha Motor UK

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BARC Media Centre T Swettenham, Mrs E Smith
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Fax + 44 1474 874766
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Series Director Stuart Higgs

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General Manager Doug Barnfield



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

Friday, April 18

0930 ~ 1010	British Supersport free practice, first session
1020 ~ 1110	British Superbike free practice, first session
1120 ~ 1150	National Superstock 1000 free practice
1200 ~ 1220	British 125GP free practice, first session
interval	
1255 ~ 1335	British Supersport free practice, second session
1345 ~ 1435	British Superbike free practice, second session
1445 ~ 1515	National Superstock 600 free practice
1525 ~ 1545	British 125GP free practice, second session
1555 ~ 1625	National Superstock 1000 qualifying, first session
1635 ~ 1655	KTM Super Duke free practice, first session

Saturday, April 19

0900 ~ 0925	National Superstock 600 qualifying, first session
0935 ~ 1015	British Supersport qualifying, first session
1025 ~ 1115	British Superbike free practice, third session
1125 ~ 1155	British 125GP qualifying, first session
1205 ~ 1230	Yamaha R1 Cup free practice
1235 ~ 1300	KTM Super Duke free practice, second session
interval	
1340 ~ 1405	National Superstock 1000 qualifying, second session
1415 ~ 1505	Swan Combi 50 Roll for Pole British Superbike qualifying
1515 ~ 1555	British Supersport qualifying, second session
1605 ~ 1630	Yamaha R1 Cup qualifying
1640 ~ 1710	British 125GP qualifying, second session
1720 ~ 1745	National Superstock 600 qualifying, second session
1755 ~ 1820	KTM Super Duke qualifying

Sunday, April 20

0855 ~ 0905	Yamaha R1 Cup warm-up	
0910 ~ 0920	British Supersport warm-up	
0930 ~ 1015	Pirelli pit walk & VIP laps	
1050 ~ 1105	British Superbike warm-up	
1110 ~ 1120	National Superstock 1000 warm-up	
1125 ~ 1135	British 125 GP warm-up	
1140 ~ 1150	National Superstock 600 warm-up	
1200	Race 1: Focused Events KTM Super Duke Battle, round 1	12 laps
1300	Race 2: Bennetts British Superbike Championship, round 2 ~ race 1	20 laps
1345	Race 3: Henderson Yamaha R1 Cup, round 2	14 laps
1435	Race 4: Fuchs-Silkolene British Supersport Championship, round 2	18 laps
1530	Race 5: Bennetts British Superbike Championship, round 2 ~ race 2	20 laps
1630	Race 6: Metzeler National Superstock 1000, round 2	15 laps
1710	Race 7: Relentless British 125GP Championship, round 2	14 laps
1750	Race 8: Metzeler National Superstock 600, round 2	14 laps

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

ANDOVER young carers

The charity collection at this meeting is organised by the Rotary Club of Andover in aid of the Andover Young Carers and other charities supported by Rotary. The Andover Young Carers project provides a range of support services for young carers between eight and 17 years old, who care for a sick or disabled parent or sibling in the Andover area. These services include an after-school club



which provides activities including homework support, arts and crafts, sports and life skills. Holiday activities are organised over the school holidays including swimming, trips to theme parks, climbing and canoeing. Support workers providing one-to-one support for young carers. A Buddy Scheme with trained volunteers offers a befriending service and respite and one-to-one adult contact outside the home.

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STOP PRESS!

Local rider to 'Kick up a Gear'

Stockbridge rider Leon Morris has been selected for the Airwaves Superbike Scholarship, the benefits of which include being personally mentored by Airwaves Ducati team manager Colin Wright. On top of that, he was a last-minute confirmation for this weekend's Bennetts British Superbike Championship races at his home circuit!

Twenty-one-year-old Morris, who has been racing for the Brookspeed Moto Rapido team in the Metzeler National Superstock 1000, will instead be seen in action this weekend aboard the Team

Trimite Brookspeed Ducati; he replaces Aussie Brendan Clarke, who rode the machine at Brands Hatch.

Under the terms of the scholarship, which is run in conjunction with Airwaves, sponsor of the Airwaves Ducati BSB team, Wright will have one-on-one sessions with Morris, giving advice on career development and racing, also using the expertise of fellow team members to assist Morris's preparation and performance.

Toby Baker, Wrigley marketing director, said: "The Airwaves Superbike

Scholarship sees the brand supporting an up-and-coming young rider, while extending our support and commitment from the elite championship to the grassroots of the sport. I'm sure that Leon will see huge benefits throughout the season and we're delighted that we can play our part in his development as a rider, in addition to further communicating our 'Kick Up A Gear' brand vision."



Morris added: "I can't wait to get started and am so grateful to Airwaves for their support, as 2008 is a big year for me personally. I want to continue learning, so with some of the best in the business working with me it's going to be a fantastic experience. I firmly believe that this support can reduce my lap times, which is obviously going to be so valuable to both myself and the Brookspeed team."

Wright commented: "It's a pleasure to assist Leon in his personal development and we'll be working hard to give him the tools and techniques to advance his racing career. We'll be covering a wide variety of subjects such as improving his knowledge of the BSB circuits and also the technical aspects of racing."

Fans will be able to follow Morris's progress via a fortnightly diary at www.airwaves-ducatti.co.uk

Improvements under way

Extensive work is under way to upgrade barriers and banking as Thruxton celebrates its 40th Anniversary. Circuit chief executive Dennis Carter says: "You will notice at various places around the circuit extensive barrier and banking works ~ these are two-fold in purpose, improving safety and also improving the spectator experience. Obviously these works are on-going and not yet completed; hopefully they will not diminish in any way your enjoyment of this Bennetts British Superbike Championship weekend."

Mondello moves its Masters

The postponement of the opening rounds of the Bennetts BSB (see page 50) has had a knock-on effect across the water, forcing Mondello Park to rearrange the schedule for its three-round 'Mondello Masters' series. The revised Brands Hatch date of May 11 now clashes with the second round, at which the Masters prize fund was to have been doubled to £14,000 to entice BSB teams to Mondello on the way to the following weekend's NorthWest 200. The new second-round date is now July 6, with the doubled prize fund now switched to the final in October, which follows the end of the BSB season.

Emmett AIMS for Plater

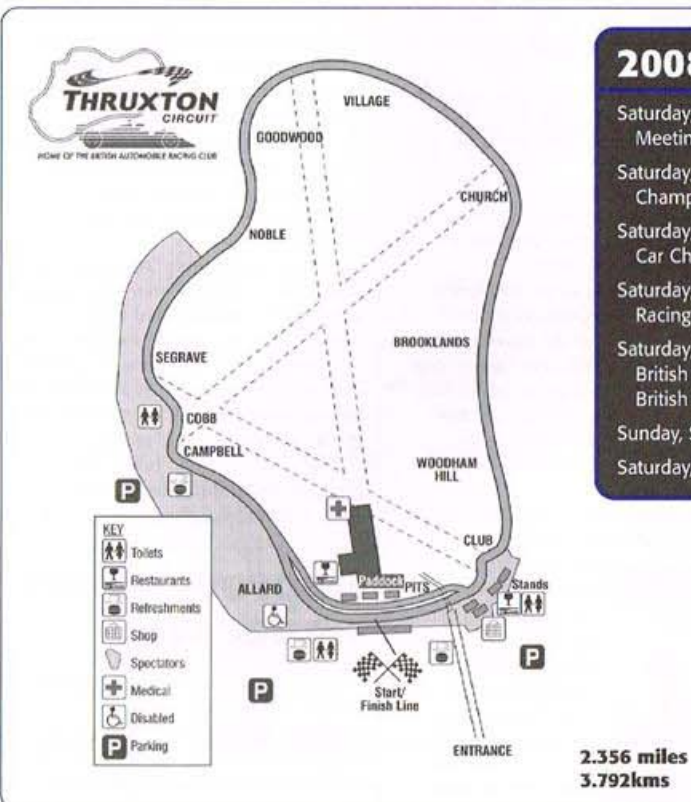
Sean Emmett will stand in for Steve Plater this weekend, as the regular AIM Yamaha rider is away on endurance racing duty at Le Mans. Also competing in the new Henderson R1 Cup, 38-year-old Emmett will be getting in plenty of miles on a slick-shod Yamaha.

The veteran of 231 BSB races has form here on a Yamaha ~ in 2002, after his IFC Ducati team quit the series, Emmett jumped on a Virgin Yamaha, achieving a double podium and maintaining his challenge on the would-be champion Steve Hislop.

Emmett, who finished third in the British Superbike Championship in 2001-02, then fifth in 2003-04, is looking forward to his Thruxton chance: "I am really glad to be back in BSB this

weekend. The one-tyre rule means we are racing on a more equal level ~ the difference between a good and bad tyre could have meant up to a second before. Thruxton is one of my favourite circuits on the calendar so, hopefully, I can have a good result." Can he add to his record of 12 BSB wins?

Although Plater suffered a bad practice fall at Brands, he will be fine for the Le Mans 24 Hours, one of the biggest events in endurance racing. The revised date of May 11 for the snow-affected Brands Hatch round also means that Plater will have to miss another BSB event, as the new date clashes with a World Endurance Championship round in Spain; no replacement rider has yet been announced for that weekend.



2008 race meetings

Saturday/Sunday, Mar 23/24 40th Anniversary Race Meeting
 Saturday/Sunday, April 19/20 Bennetts British Superbike Championship
 Saturday/Sunday, May 17/18 HiQ MSA British Touring Car Championship
 Saturday/Sunday, August 2/3 Delphi British Truck Racing Championship
 Saturday/Sunday, June 28/29 Lloyds TSB Insurance British Formula 3 Championship & the Avon Tyres British GT Championship
 Sunday, September 7 BARC Club Car Racing Event
 Saturday, September 29 NGMCC Motorcycle Racing Event

Thruxton Circuit, home of the British Automobile Racing Club and fastest racetrack in Britain, this year celebrates its 40th Anniversary, 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 four car meetings, including rounds of the Hi-Q 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 Delphi British Truck Racing Championship. On two wheels, Thruxton hosts the Bennetts British Superbike Championship and the North Gloucester Motor Cycle 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 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.

Tom Tom's navigation

"Out of the chicane on a flying lap, you're in second gear before hooking third as you cross the finish line, bearing in mind you're on the side of the tyre and on the rev limiter, so you need to be a little bit careful. You drift to the left and peel into Allard, which seems to go on for ever and hold it in third right the way through before hooking fourth on the exit as you change direction and head up the crest into the Complex."

"Braking into the Complex is vitally important, as it's one of the very few places at Thruxton you can make a pass and make it stick. I've heard it said that some people use the ice cream van to gauge their braking marker, but I use the kerb as it's a lot safer and doesn't move! It's back two gears in rapid succession into the right of Campbell and then it's a case of defending your line through there, and then especially through the left of Cobb as you drive out.

"It's easy to make a mistake if you rush in too fast, so it's case of keeping it smooth. Segrave is the next corner and that's where the bike starts spinning and sliding as you get the gas on. You short-shift into third and keep a tight line through Noble, just letting the bike

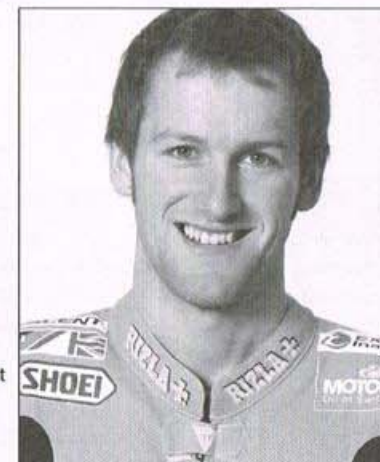
behave as it wants... but keeping away from the inside of the track.

"This is where the fun really begins, as the next sequence of corners is interesting to say the least. They are all fast and they all lead into one another. Into Goodwood, being careful not to spin up, the track falls away slightly as you hook it into fourth and then there's a bit of a straight line into Village. It's important to get the bike upright and driving on the fat part of the tyre through here and to carry lots of speed as you hit fifth on the run

there is no way for the rider in front to defend it.

"Brake at the marshal's hut, then come back through the gearbox to second and it's follow-my-leader though there before driving hard onto the finish straight for another lap."

The revelation of last season was Superbike rookie **Tom Sykes**, who arrived at Thruxton having only ridden his Honda at one previous meeting, yet was still running up at the front. Roving pitlane reporter Larry 'Scoop' Carter got 'The Grinner', now riding for Rizla Suzuki, to talk us through a lap of the team's 2.356-mile home circuit

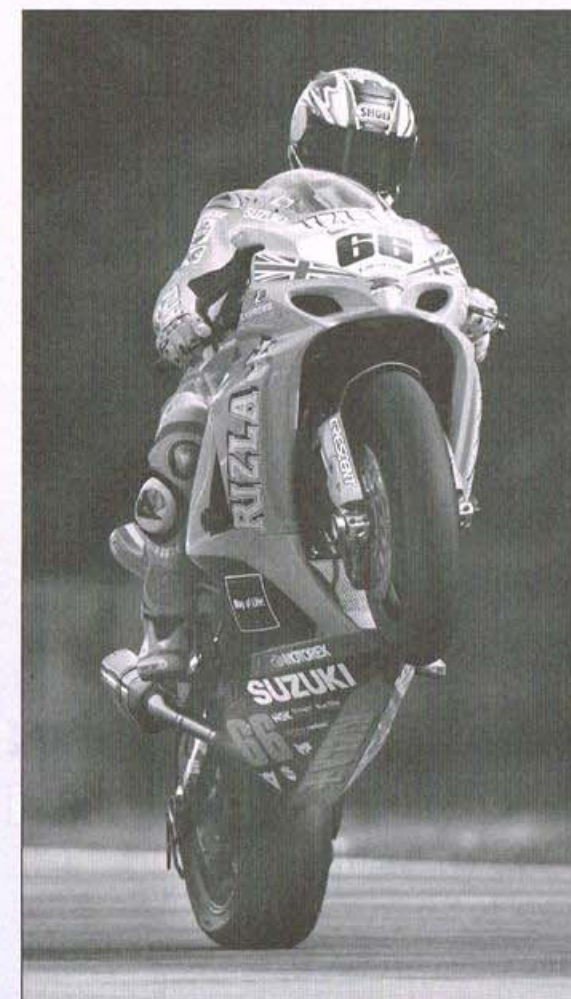


Sykes's speeds:

Start/finish straight ~ 137mph/220kph
Allard ~ 99mph/160kph
Complex ~ 62mph/100kph
Noble ~ 115mph/185kph
Goodwood ~ 106mph/170kph
Village ~ 137mph/220kph
Church ~ 115mph/185kph
Woodham ~ 193mph/310kph
Club ~ 59mph/95kph

towards Church.

"I come back a gear into fourth in order to give myself the best possible drive out of the corner, as this is the most important one on the track and is quite often a race decider. Concentrate hard and try not to lose too much traction for the run up Brooklands Straight. Here, it's into fifth and then sixth as the Superbikes will be hitting around 190mph on Woodham Hill before going for the brakes ~ again, it's a classic passing opportunity into the Club Chicane, as



no	rider ~ hometown/country	entrant	bike	cc
0	Alastair Fagan ~ Bristol	<i>Fast Bikes Magazine</i>	KTM	990
6	Dave Heal ~ Heathfield	Dave Heal Racing/Littlewood Fencing	KTM	990
7	Pat Shaughnessy ~ Great Dunmow	Jim Aim Racing	KTM	990
8	Ed Smith ~ Northampton	Gear 4	KTM	990
9	Stuart Maclure ~ Coventry	Redline/Maclure Racing	KTM	990
10	Kelvin Reilly ~ London	Inmoto Corse	KTM	990
11	Paul Lane ~ Worcester Park	Inmoto Corse	KTM	990
13	Mark Haldane ~ Kinellar	DI Superbikes	KTM	990
16	Nick Hobden ~ Herstmonceux	Dave Heal Racing/Littlewood Fencing	KTM	990
17	Alex Gault ~ Carluke	Fowlers of Bristol	KTM	990
23	Jonathan Pearson ~ Pulborough	<i>Superbike Magazine</i>	KTM	990
26	David Wood ~ Aylesbury	Art of Racing	KTM	990
33	Andy Denyer ~ Uckfield		KTM	990
34	William Marshall ~ Wittersham		KTM	990
43	Ryan Lowe ~ New Zealand	The KTM Centre	KTM	990
44	Gary Byrne ~ Wellingborough	Racing for GOSH	KTM	990
47	Matthew Flynn ~ Ipswich	SJB Racing	KTM	990
63	Ryan Harris ~ South Nutfield	SJB Racing	KTM	990
66	Luke Hall ~ Hockley	Moto Developments	KTM	990
69	Peter Hasler ~ Addlestone	Art of Racing	KTM	990
71	Steve Joy ~ Scunthorpe	Apache Customs Ltd	KTM	990
77	Michael Dooley ~ Selby	Rainbow International	KTM	990
88	James Edmeades ~ Loughborough	Redline Motorcycles/VSG	KTM	990
96	Colin Mould ~ Chertsey	Art of Racing	KTM	990
99	Simon Nash ~ Buckhurst Hill	Moto Developments	KTM	990
200	Steven Hodgson ~ Woodford Green	Hyside Racing	KTM	990

starting grid

0	8	43	16	47	77				
6	88	33	99	9	96				
26	23	69	34	7	13				
10	17	11	71	63	66				

12 laps ~ 28.27 miles/45.50kms

1ST 0	2ND 26	3RD 88	4TH 6	5TH 17
6TH 10	7TH 23	8TH 11	9TH 43	10TH 69
11TH 34	12TH 9	13TH 33	14TH 63	15TH 16

Winner's time 16 54.1 speed 100.35 mph/ kmh

Fastest lap ~ no 26 time 1:23 speed 101.45 mph/ kmh

Lap Record to be established \swarrow

Bennetts British Superbike Championship

incorporating the *Daily Star* 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 and full race tyres. That said, the technical regulations for 2008 represent a more down-to-earth production base, with stock parts having to be used, while there is a one-make control tyre – Pirelli – for the first time, these moves designed to create a level playing field

Technical regulations Superbikes have either 750-1000cc 4-stroke four-cylinder engines (minimum bike weight of 165kg), or 750-1200cc 4-stroke, two-cylinder engines (minimum bike weight 165kg). New for 2008 is the introduction of Pirelli as sole supplier of control tyres

Eligible riders must be registered with MSV Racing, 17 or older and have a minimum of two years' racing experience at National level. They must hold an International or National 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. Factory-supported teams

enter the main championship, independent or privateer riders and teams compete in the *Daily Star 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. *Daily Star 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

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 Apr 18-20, Thruxton; May 3-5, Oulton Park; May 10/11, Brands Hatch GP; May 24-26, Donington Park GP; Jun 13-15, Snetterton; Jun 27-29, Mallory Park; Jul 18-20, Oulton Park; Aug 8-10, Knockhill; Aug 23-25, Cadwell Park; Sep 12-14, Croft; Sep 26-28, Silverstone Int; Oct 10-12, Brands Hatch Indy

**Fuchs-Silkolene British
Supersport Championship**
Incorporating the British Supersport Cup

Background a championship which attracts significant manufacturer support – five are competing this season – 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. All bikes run on Pirelli control tyres

Eligible riders must be registered with MSV Racing, aged 16 years or over and hold an International or National Licence. Overseas riders must hold either a FIM International Licence or a EUM 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

British Supersport Cup is open to privateer teams and riders, who must compete in a minimum of 10 rounds. The Cup will be decided over all 12 rounds, with a rider's best nine scores counting. Eligibility and acceptance is at the discretion of MSV Racing; the 2007 British Supersport Cup winner is not eligible.

Championship dates as British Superbikes (see above)

Focused Events KTM Super Duke Battle

Background last year's inaugural season of the Super Duke Battle produced some amazing racing; for 2008, the series has been modified to make it even easier and more cost-effective to participate.

Technical regulations the latest version of 990 Super Duke R models will be used – these are race-oriented versions of the standard Super Duke, with updated suspension and engines delivering 128bhp. Control tyres are supplied by Pirelli

Eligible riders must hold a Clubmans licence (not restricted) or above to compete

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 single timed qualifying session, with four riders on each row

Awards – at each round: 1st a set of Dragon Supercorsa Pro SC2 tyres; 2nd a Dragon Supercorsa Pro SC2 rear tyre; 3rd a Dragon Supercorsa Pro SC2 front tyre. At the season's end: 1st the loan of a KTM 1190 RC8, with support package, for 2009 Superstock season; 2nd a 2009 KTM Motocross or Enduro model of the rider's choice; 3rd a 2009 KTM Mini Bike

Championship dates Apr 18-20, Thruxton*;

May 24-26, Donington Park GP; Jun 13-15, Snetterton; Jun 27-29, Mallory Park; Aug 8-10, Knockhill; Aug 23-25, Cadwell Park; Oct 10-12 Brands Hatch Indy*

* single race only; all other meetings feature double-headers

Relentless British 125GP Championship

incorporating the ACU 14-16 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 ACU 14-16 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

136kg. Registered riders holding a National Licence or above must comply with the combined weight, those holding a licence below National level may comply with either weight, until they score a championship point

Eligible riders may be registered with MSV Racing or enter individual meetings. They must be 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.

* a dispensation may be given to competitors who reach 14 during the racing season

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

ACU 14-16 Academy Cup this initiative continues into its fourth 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, 2008). 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

The **David Jefferies Fund Awards Scheme** is a special additional £7,500 prize fund instigated to reward the best rider under 18 years old throughout the season in 125GP (and Superstock 600). At each event, £500 will be awarded to the highest-placed under-18 rider in each race, with a further £1,500 awarded at the end of the season. **Championship dates** as British Superbike (see top left)

incorporating the Daily Star Cup

no	rider ~ nat/hometown	entrant	bike	cc	qualifying	no
2	Leon Camier ~ ENG/Wimborne	Airwaves Ducati	Ducati	1200		2
3	Stuart Easton ~ SCO/Hawick	MSS Discovery Kawasaki	Kawasaki	1000		3
4	Michael Laverty ~ NIR/Toomebridge	Relentless Suzuki by TAS	Suzuki	1000		4
5	Karl Harris ~ ENG/Sheffield X	Rob Mac Racing	Yamaha	1000		5
7	James Ellison ~ ENG/Kendal	Hydrex Bike Animal Honda	Honda	1000		7
8	Billy McConnell ~ AUS/Hinckley	MSS Discovery Kawasaki	Kawasaki	1000		8
9	Guy Martin ~ ENG/Kirmington	Hydrex Bike Animal Honda	Honda	1000		9
10 C	Leon Morris ~ ENG/Stockbridge	Team Trimite Brookspeed	Ducati	1200		10
11	Adam Jenkinson ~ ENG/Manchester X	SMT Honda	Honda	1000		11
14	Atsushi Watanabe ~ JPN/Verwood	Rizla Suzuki	Suzuki	1000		14
17	Simon Andrews ~ ENG/Evesham	Jentin Racing/Lloyds British	Yamaha	1000		17
21 C	Tom Tunstall ~ ENG/Huddersfield	Hardinge ~ Ice Valley Motorsport	Honda	1000		21
27 C	Michael Howarth ~ ENG/Burnley	TENA For Men Honda	Honda	1000		27
33	Tristan Palmer ~ ENG/New Arley	TENA For Men Honda	Honda	1000		33
35	Cal Crutchlow ~ ENG/Coventry	HM Plant Honda	Honda	1000		35
40 C	Martin Jessopp ~ ENG/Yeovil	Riders Racing	Honda	1000		40
45 C	Chris Burns ~ ENG/Newcastle upon Tyne	STP Superbike	MV Agusta	1000		45
51 C	Luke Quigley ~ ENG/Brierley Hill	PDM Racing	Suzuki	1000		51
55	Sean Emmett ~ ENG/New Haw	AIM Racing	Yamaha	1000		55
56 C	James Buckingham ~ ENG/Ilfracombe	Quay Garage	Honda	1000		56
63 C	Steve Mercer ~ ENG/Maidstone	Bob Farnham Tuning/Sondel Yamaha	Yamaha	1000		63
64	Aaron Zanotti ~ ENG/Loughborough	Red Viper Racing	Honda	1000		64
66	Tom Sykes ~ ENG/Huddersfield X	Rizla Suzuki	Suzuki	1000		66
67	Shane Byrne ~ ENG/Zurich	Airwaves Ducati	Ducati	1200		67
68	David Johnson ~ AUS/Hinckley	Team MAXXIS	Honda	1000		68
88	Scott Smart ~ ENG/Maidstone	Hawk Racing	Kawasaki	1000		88
91	Leon Haslam ~ ENG/Smalley	HM Plant Honda	Honda	1000		91
99 C	Brian McCormack ~ IRL/Tramore	MAC Racing	Honda	1000		99
111 C	Malcolm Ashley ~ ENG/Stoke Golding	ARP/MAR	Kawasaki	1000		111
118	Dean Ellison ~ ENG/Coalville	Co Orbit Racing	Yamaha	1000		118
200	Michael Rutter ~ ENG/Brierley Hill	North West 200 Ducati	Ducati	1200		200
201 C	John Laverty ~ NIR/Toomebridge	Buildbase NW200 Ducati	Ducati	1200		201

C ~ eligible for the Daily Star Cup

starting grid

35	4	66	8	3	27	88	56	
200	11	14	7	9	11	63	51	
91	2	55	45	21	64	10	118	
67	5	201	17	33	68	99	40	

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

20 laps ~ 47.12 miles/75.83kms

1ST 67	2ND 35	3RD 200	4TH 91	5TH 2
6TH 66	7TH 7	8TH 17	9TH 3	10TH 4
11TH 55	12TH 201	13TH 33	14TH 8	15TH 9

Winner's time 25 33 90 speed 110.58 mph/ kmh

Fastest lap ~ no 67 time 1 16 03 speed 111.54 mph/ kmh

Daily Star Cup

1ST 201	2ND 45	3RD 63	4TH	5TH
6TH	7TH	8TH	9TH	10TH

Winner's time speed mph/ kmh

Fastest lap ~ no time speed mph/ kmh

STOPPED LAP 5 LAPS
V PART 2. 15 LAPS STR RACE

20 laps ~ 47.12 miles/75.83kms

1ST 35	2ND 67	3RD 200	4TH 2	5TH 4
6TH 3	7TH 7	8TH 66	9TH 9	10TH 8
11TH 201	12TH 88	13TH 33	14TH 14	15TH 118

Winner's time 19 5 speed 111.06 mph/ kmh

Fastest lap ~ no 35 time 1 15 7 speed 111.95 mph/ kmh

Daily Star Cup

1ST 201	2ND 40	3RD 111	4TH	5TH
6TH	7TH	8TH	9TH	10TH

Winner's time speed mph/ kmh

Fastest lap ~ no time speed mph/ kmh

no	rider ~ hometown/country	entrant	bike	cc
2	Gary Mason ~ Litchfield	Tamworth Yamaha	Yamaha	1000
3	Charlie Bishop ~ Paulton	Team Phoenix/PBM	Yamaha	1000
5	Robert Kennedy ~ Monaghan	PMD Racing	Yamaha	1000
10	Jon Kirkham ~ Derby	Jon Kirkham Racing	Yamaha	1000
11	Sam Warren ~ Swanwick	Mission Racing	Yamaha	1000
13	Phil Bevan ~ Cardiff	Co Ordit Racing	Yamaha	1000
14	Jack Kennedy ~ Dublin	J K Racing	Yamaha	1000
15	Ben Wilson ~ Boston	Ben-Wilson-Racing.com	Yamaha	1000
18	James Cox ~ Bath	Psycho Racing	Yamaha	1000
19	Adrian Coates ~ Antrim	Stoneyford Concrete	Yamaha	1000
33	Michael Neeves ~ Stamford	Team MCN	Yamaha	1000
34	Stu Wilson ~ Sandbach	Wilhall Yamaha	Yamaha	1000
56	Shannon Etheridge ~ Australia	Shannon Etheridge Racing	Yamaha	1000
65	Steven Cusick ~ Glasgow	U & I Racing	Yamaha	1000
69	Paul Shoesmith ~ Poynton	Ice Valley	Yamaha	1000
74	Neal Garside ~ Milton Keynes	Neal Garside Racing	Yamaha	1000
77	Marty Nutt ~ Castlerock	Double M Racing/Nutttravel.com	Yamaha	1000
98	Kyle Kentish ~ Chesham	Deadline Racing	Yamaha	1000
555	Sean Emmett ~ New Haw	Hill Oldridge Racing	Yamaha	1000
21	Joe Simmons			
47	B. Clark			
99	R. Luke			

starting grid

14 laps ~ 32.98 miles/53.08kms

11	56	34	3						
27	15	18	99	33					
2	19	14	21	69	98				
10	55	5	13	49	74				

1ST 10	2ND 555	3RD 77	4TH 2	5TH 19
6TH 11	7TH 14	8TH 18	9TH 56	10TH 13
11TH 99	12TH 34	13TH 49	14TH 5	15TH 3
Winner's time 18 27.6 speed 107.20 mph/kmh				
Fastest lap ~ no 10 time 18.06 speed 106.16 mph/kmh				
Lap Record to be established				

incorporating the British Supersport Cup

no	rider ~ hometown/country	entrant	bike	cc
2	Ian Lowry ~ Moira	Relentless Suzuki by TAS	Suzuki	600
3	Hudson Kennaugh ~ South Africa	Raceways Yamaha	Yamaha	600
4	John McGuinness ~ Morecambe	Padgett's Batley Ltd	Honda	600
5	Steven Neate ~ Barton-le-Clay	Gearlink Kawasaki	Kawasaki	600
6	James Webb ~ Tunbridge Wells	Padgett's Motorcycles	Honda	600
8	Ian Hutchinson ~ Bingley	AIM Racing	Yamaha	600
10 C	Jenny Timmouth ~ Ellesmere Port	jennytimmouth.com/Hollins Motorsport	Honda	600
11 C	Andy Weymouth ~ Brentwood	Linxccl-Seton Tuning	Yamaha	600
17	Steve Brogan ~ Liverpool	HM Plant Honda	Honda	600
18	Pete Spalding ~ New Milton	Linxccl-Seton Tuning	Yamaha	600
19 C	Marshall Neill ~ Portadown	Marshall Neill Racing	Suzuki	600
20	Daniel Cooper ~ Stroud	Centurion Racing	Honda	600
21 C	David Hallett ~ Folkestone	TCG Motorsport	Triumph	675
25	Dennis Hobbs ~ Kelty	Centurion Racing	Honda	600
26	Chris Martin ~ North Newbald	Gearlink Kawasaki	Kawasaki	600
27	James Westmoreland ~ Hull	Centurion Racing	Honda	600
31	Sam Owens ~ Stafford	Premier Motorsport	Honda	600
33	Aaron Walker ~ Doncaster	TJW Racing	Honda	600
34	Ronan Quarmby ~ South Africa	Raceways Yamaha	Yamaha	600
36	BJ Toal ~ Omagh	Virgin Media Yamaha	Yamaha	600
37	James Hillier ~ Ringwood	JMH Racing	Kawasaki	600
41 C	Ben Taylor ~ Hornchurch	M & B Motorsport	Honda	600
43 C	Patrick McDougall ~ Guildford	Beowulf Racing	Yamaha	600
44 C	Alastair Fagan ~ Bristol	JHS Racing	Triumph	675
45	Glen Richards ~ Australia	MAP Embassy Racing	Triumph	675
48	Joe Dickinson ~ Chesterfield	Trucklinks Yamaha	Yamaha	600
50 C	Ben Handley ~ York	AZ1 Racing	Honda	600
51 C	Matthew Whitman ~ Swindon	Matthew Whitman Racing	Honda	600
53	Midge Smart ~ Peterborough	Wylie & Holland Racing	Yamaha	600
54 C	Jack Groves ~ Swindon	Kingswood Moto-Sport	Yamaha	600
55	Ashley Beech ~ Oldham	Colin Appleyard/Macadam Racing	Yamaha	600
58	Conor O'Brien ~ Dublin	Arkwood Honda	Honda	600
67 C	Glynn Thomas ~ Chelmsford	GLT Racing	Honda	600
70	Tom Grant ~ Shiptonthorpe	Thomson Group Ltd/Rob Mac Proride	Yamaha	600
71	Rob Frost ~ Lincoln	Team Buff	Triumph	675
72 C	James Dye ~ Horsham	Team Buff	Triumph	675
74 C	Dean Hipwell ~ Doncaster	Atherton Godfrey Solicitors	Yamaha	600
75 C	Craig Fitzpatrick ~ Alfreton	BLDS	Yamaha	600
76 C	Ross Walter ~ Lytchett Matravers	Interserve Racing	Triumph	675
77	Marty Nutt ~ Castlerock	Nutt Travel/T+G	Yamaha	600
78 C	Alan O'Connor ~ Cork	Team MFC Racing	Honda	600
82 C	Adam Tempest ~ Stafford	Slippery Sam Racing	Triumph	675
84 C	Richard Harrison ~ Darlington	Harrison Bros Racing	Yamaha	600
85 C	Jonathan Harrison ~ Darlington	Harrison Bros Racing	Yamaha	600
93 C	Lee Chisnall ~ Clacton on Sea	LC Racing	Kawasaki	600
94	Ben Wylie ~ Market Drayton	Wylie & Holland Racing	Yamaha	600
96	Paul Young ~ Barlestone	MAP Embassy Racing	Triumph	675
97	Ian Mann ~ Ross-on-Wye	UK Trackbikes	Yamaha	600
98	James Parry ~ Marlborough	Loki Racing	Triumph	675
525	Nick Medd ~ York	Virgin Media Yamaha	Yamaha	600

C ~ eligible for British Supersport Cup

SAFETY CNE AFTER 6 LAPS FOR 5 LAPS

starting grid

18 laps ~ 42.41 miles/68.25kms

6	2	96	26	37	4	38	34	1	82
33	27	51	3	48	64	38	74	41	55
17	8	70	27	18	49	31	11	93	67
45	25	20	75	5	87		71	72	21

1ST 17	2ND 45	3RD 25	4TH 3	5TH 2
6TH 70	7TH 77	8TH 8	9TH 96	10TH 5
Winner's time 25 4.8 speed 101.28 mph/kmh				
Fastest lap ~ no 3 time 18.4 speed 108.4 mph/kmh				
CUP: 1ST 75 2ND 11 3RD 44 4TH 51 5TH 43				
Lap Record Leon Camier, Honda, 1m 17.841s, 109.32mph/175.95kmh (10/04/05)				

no	rider ~ hometown/country	entrant	bike	cc
2	Alex Camier ~ Ashford	Bournemouth Kawasaki/Hawk	Kawasaki	1000
4	Conor Cummins ~ Ramsey	Vanfit Yamaha	Yamaha	1000
5	Christian Elkin ~ Macclesfield	Motorcycle Centre Stockport	Kawasaki	1000
6	Lee Jackson ~ Lincoln	NCT Racing	Yamaha	1000
8	Daniel Hegarty ~ Nottingham	SPR Racing	Yamaha	1000
9	Marshall Neill ~ Portadown	Marshall Neill Racing	Suzuki	1000
10	Jon Kirkham ~ Derby	Raceways Yamaha	Yamaha	1000
11	Stu Wilson ~ Sandbach	Wilhall Yamaha	Yamaha	1000
13	Phil Bevan ~ Cardiff	Co Oredit Racing	Yamaha	1000
14	Mark Van Daalen ~ Holland	Dutch-2-UK Racing	Yamaha	1000
15	Jonathan Howarth ~ Barnsley	Jonathan Howarth Racing	Suzuki	1000
16	Peter Ward ~ Hinckley	SCG Performance	Yamaha	1000
17	Steve Brogan ~ Liverpool	Honda UK Racing	Honda	1000
19	Adrian Coates ~ Antrim	Dyer Crossgills Racing	Yamaha	1000
23	Derek Gulbrandson ~ Barnsley	Lenzkes Racing	Yamaha	1000
27	Dan Stewart ~ Barrow-in-Furness	Wilcock Consulting	Yamaha	1000
28	Victor Cox ~ Trowbridge	VC Motorsport/STP Motorsport	Yamaha	1000
32	Kenny Gilbertson ~ Swindon	Astro Racing Kawasaki	Kawasaki	1000
34	Alastair Seeley ~ Carrickfergus	Team Rea Estates Racing	Yamaha	1000
35	Gavin Hunt ~ Douglas	Martin Bullock Race Team	Suzuki	1000
38	Colin Young ~ Aldermaston	T2 Racing	Suzuki	1000
39	Andy Angell ~ Staines	Angell Motorsport	Suzuki	1000
42	Michael Elliott ~ Evesham	M Elliott Racing	Yamaha	1000
43	Howie Mainwaring ~ Frodsham		Suzuki	1000
44	Craig Beggs ~ Crewe	www.craigbeggsracing.com	Yamaha	1000
45	Martin Finnegan ~ Lusk	Millsport Yamaha	Yamaha	1000
47	Rhys Boyd ~ London	Rockforge Racing	Yamaha	1000
50	Kierran Blair ~ Hitchin	Unique Racing	Suzuki	1000
54	Jimmy Storrar ~ Perth	Jimmy Storrar Racing	Suzuki	1000
56	Steve Heneghan ~ Galway	Quattro Racing	Yamaha	1000
57	Alan Moreton ~ Cirencester	Alamo Racing Ltd	Yamaha	1000
60	Peter Hickman ~ Louth	Ultimate Racing	Yamaha	1000
67	James Hurrell ~ Winchester	Enanjay Racing	Yamaha	1000
69	Bryan Campbell ~ Tranent	BCR	Suzuki	1000
71	Craig McLelland ~ Cardenden	Shirlaw/Window Store	Kawasaki	1000
72	Michael O'Brien ~ London	Motomob	Yamaha	1000
77	Ross Connolly ~ Blackpool	Ocean Team 2000	Yamaha	1000
83	Graham English ~ St Albans	Tiva Engineering	Yamaha	1000
86	Cameron Donald ~ Australia	Relentless Suzuki by TAS	Suzuki	1000
87	Drew Dorling ~ Falmouth	Torque Racing	Yamaha	1000
96	Gary Johnson ~ Broughton	Robinson Concrete Honda	Honda	1000
99	Rod Lynn ~ Newport	KS Performance/Astro Satellite	Kawasaki	1000

85 ✓ 1000 MCMGW.

starting grid

6	44	.	.						
19	34		.						
10	60	4	25						
17	9	86	8						

15 laps ~ 35.34 miles/56.87kms

1ST 17	2ND 10	3RD 86	4TH 9	5TH 60
6TH 4	7TH 34	8TH 96	9TH 43	10TH 28
11TH 6	12TH 16	13TH 15	14TH 27	15TH 2

Winner's time 20 35 speed 102.95 mph/ 166 kmh

Fastest lap ~ no 86 time 1:18.0 speed 106.6 mph/ kmh

Lap Record Hudson Kennaugh, Yamaha, 1m 17.698s,
109.14mph/175.64kmh (15/04/07)

incorporating the ACU 14-16 Academy Cup

no	rider ~ hometown/country	entrant	bike	cc
4	Philip Wakefield ~ Sandbach	PW Racing	Honda	125
5	Jordan Thompson ~ Marple Bridge	Colin Appleyard/Macadam Racing	Honda	125
6	Martin Glossop ~ Bristol	KRP	Honda	125
8 C	Peter Sutherland ~ Glasgow	Kinpac Racing	Honda	125
11 C	James Folkard ~ Liverpool	Team Aztec GP	Honda	125
12 C	Max Thomas ~ Glasgow	Team Thomas Racing	Honda	125
14 C	Luke Mossey ~ Royston	Express Forklifts	Honda	125
16	Shaun Horsman ~ Bolton	Symity IT North/ACU	Honda	125
18	Paul Dobb ~ Hollyport	PDR	Honda	125
19	Michael Hill ~ London	Taboo Motorsport	Honda	125
22	James Ford ~ Macclesfield	Brookhouse Garage Racing	Honda	125
23 C	Niall Waddell ~ Edinburgh	Polini.co.uk	Honda	125
26 C	Nicole McAleer ~ Omagh	Splash Racing	Honda	125
27	Catherine Green ~ Swadlincote	C G Racing	Honda	125
28	Jon 'Dixie' Vincent ~ Bickerstaffe	Molly/GRF Heavy Transport	Honda	125
29	James Lodge ~ Holmfirth	RS Racing	Honda	125
31	Stewart Finlay ~ Dundee	BanksRacing125.com	Honda	125
32 C	Matthew Hoyle ~ Bradford	sp125racing/Mackrory Demolition	Honda	125
33	Dan Moreton ~ Northampton	Taboo Motorsport	Honda	125
34	Michael Wilcox ~ Lincoln	Slim Racing	Honda	125
37	Ross Constable ~ Shurlock Row	Team Bratpack 125GP Racing	Honda	125
41 C	Shaun Winfield ~ Swadlincote	Astro Racing	Honda	125
46	Ross Walker ~ Lincoln	Ross Walker Racing	Honda	125
50 C	Tim Hastings ~ Falkirk	KRP	Honda	125
55 C	Deane Brown ~ Motherwell	Colin Appleyard/Macadam Racing	Seat Honda	125
56	James East ~ Royston	East Racing	Honda	125
57	Jamie Ferguson ~ Stockton-on-Tees	Team Ferguson Racing	Honda	125
61 C	Paul Jordan ~ Magherafelt	KRP	Honda	125
66	Tom Hayward ~ Lincoln	KRP Daniel Weston Racing	Honda	125
71	Luke Hinton ~ Stratford-upon-Avon	Buildbase/Luke Hinton Racing	Honda	125
72 C	Connor Behan ~ Northwich	Connor Behan Racing	Honda	125
73 C	Jay Lewis ~ Hereford	SL Racing	Honda	125
76 C	Stuart Elwood ~ Lisburn	Stuart Elwood Racing	Honda	125
77 C	Taylor Mackenzie ~ Ashby de la Zouch	UK1 Racing Ltd	Honda	125
87	Lee Costello ~ Bolton	Vent-Axia	Honda	125
88	Ben Barrett ~ Barnsley	SP125Racing/Lowerdale Autos	Honda	125
91	Ian Stanford ~ Ashford	Stanford Racing	Honda	125
92 C	Jordan Malton ~ Bilston	SP125/JDM Racing	Honda	125
99	Andrew Cotton ~ Poole	Dennis Trollope Racing	Yamaha Honda	125

C ~ eligible for ACU 14-16 Academy Cup

starting grid

74	14	6	31	5				
22	66	34	37	28				
73	76	16	57	33	27			
50	55	61	56	32	85			

14 laps ~ 32.98 miles/53.08kms

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

Winner's time _____ speed _____ mph/_____ kmh

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

CUP: 1ST 61 2ND 2 3RD 4 4TH 5 5TH

Lap Record Nikki Coates, Honda, 1m 21.037s,
104.40mph/168.02kmh (15/04/07)

LAP SPEED TABLE

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	205.21	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	167.26	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	177.05	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	213.93	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
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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
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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	94.55	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
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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.

Further events at Thruxton 2008

May 17th/18th
HiQ MSA British Touring Car Championship

June 28th/29th
Lloyds TSB British Formula 3 & Avon Tyres GT Championships

August 2nd/3rd
Delphi British Truck Racing Championship

September 7th
BARC Club Car Racing Event

October 4th
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Ducati 1098R



Leon Morris (ENG)

Age 21 Lives Stockbridge, Hants
BSB races debut

10

PDM RACING

Suzuki GSX-R1000



Luke Quigley (ENG)

Age 29 Lives Brierley Hill, West Mids
BSB races 16 since June '05
Best overall result 15th

51

HARDINGE ICE VALLEY MOTORSPORT

Honda CBR1000RR Fireblade



Tom Tunstall (ENG)

Age 29 Lives Huddersfield, West Yorks
BSB races 25 since April '07,
Cup season '07 (3rd, best res 6 x 3rd)
Best overall results 2 x 14th

21

QUAY GARAGE

Honda CBR1000RR Fireblade



James Buckingham (ENG)

Age 23 Lives Ilfracombe, Devon
BSB races 101 since June '03,
'05 Cup Champion (12 wins)
Best overall result 7th

56

TENA FOR MEN HONDA

Honda CBR1000RR Fireblade



Michael Howarth (ENG)

Age 30 Lives Burnley, Lancs
BSB races 18 since May '06,
Cup season '06 (5th, 1 win)
Best overall result 16th

27

BOB FARNHAM TUNING/SONDEL YAMAHA

Yamaha YZF-R1



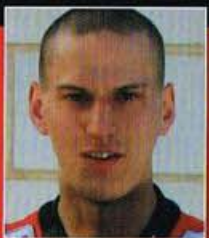
Steve Mercer (ENG)

Age 26 Lives Maidstone, Kent
BSB races debut

63

RIDERS RACING

Honda CBR1000RR Fireblade



Martin Jessopp (ENG)

Age 22 Lives Yeovil, Somerset
BSB races 2 since October '07

40

ARP/MAR

Kawasaki ZX10R



Malcolm Ashley (ENG)

Age 38 Lives Stoke Golding, Leics
BSB races 78 since September '99,
best Cup season '07
(4th, best res 2 x 2nd)
Best overall result 12th

111

STP SUPERBIKE

MV Agusta F4 312



Chris Burns (ENG)

Age 29 Lives Newcastle upon Tyne
BSB races 10 since August '03
Best overall result 8th

45

BUILD BASE NW200 DUCATI

Ducati 1098R



John Lavery (NIR)

Age 25 Lives Toomebridge,
Northern Ireland
BSB races 17 since March '05
Best overall result 10th

201

Star treatment

They are a determined pack, who contribute much to the quality of the two Superbike races but, all too often in the past, the efforts of these riders and teams who fund their own sporting action have passed un-noticed. That is all changing this season, with the *Daily Star* providing backing, and giving the 'independents' support through their sports pages.

"The decision of the *Daily Star* is great for the championship and I am convinced

clothing to ensuring everything is in place on race day.

"Some would argue that is all a distraction to racing, but it has to be done, and if I beat someone in the races who has simply to turn up and be paid to race, then my job is all the sweeter."

He came into Superbikes after running for four years in World Supersport and is the first to admit that it was a bit of a culture shock as he came up against a quality field that this year has grown to a

potential line up of 11 riders all 'up for the cup.'

James Buckingham is surely due for a change of fortune. Like Tunstall, the Devonian has to work hard to keep the wheels



that this year we will be giving them some very close and competitive racing to cover," said Tom Tunstall, who is in his second year in the top flight and enjoying every minute of it... even though keeping his Hardinge-Ice Valley Honda on track is all-consuming.

"One of the race organisers said to me that I was the archetypal Cup team - I pull everything together, from team



on his Quay Garage Honda turning, and he is certain to be among the front-runners. He won the title in 2005 but, in the past two campaigns, injuries have spoiled his chances; now he has the former Paul Bird Honda raced by Gregorio

From top: among potential winners are the Hondas of regulars Tunstall (21) and former titleist Buckingham (56), the Ducatis of newcomers Lavery (201) and Clarke (10); also in the mix are Howarth (27), Jessopp (40) and Quigley (51)



Lavilla in the opening two rounds of the World series and is keen to show what might have been.

Riding the Buildbase/NW200 Ducati, John Lavery was well on the pace in the snow-aborted Brands Hatch meeting,



while Steve Mercer (Bob Farnham Tuning/Sondel Yamaha) showed well, running just ahead of Tunstall in qualifying.

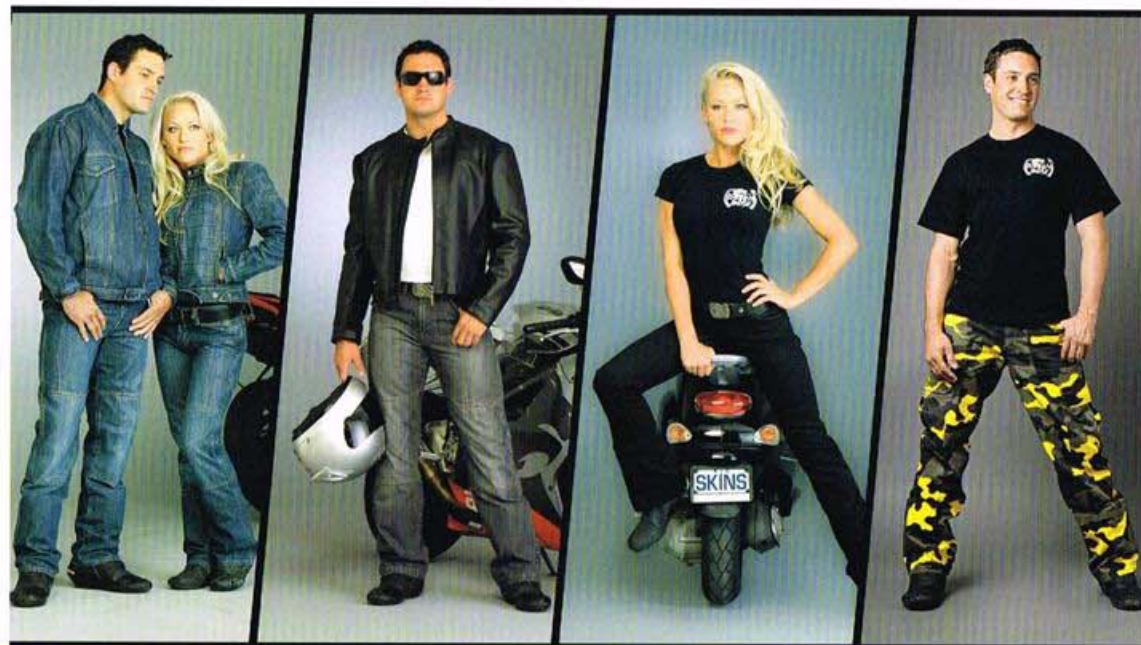
Luke Quigley is a strong competitor, long-time challenger Malcolm Ashley has Russian backing for his Kawasaki after completing a deal with the ARP team, while Michael Howarth returns from a year out through injury aboard the Tena for Men Honda.

Adding to the international flavour Aussie Brendan Clarke rode for the all-new Southampton-based Trimite Brookspeed Ducati team. Chris Burns rides the STP MV-Agusta, with Martin Jessopp on the Riders Honda.

"Looking at the entry, it is the highest level that it has ever been," said Tunstall, who is keen to begin his campaign where he left off last year, with a string of podium finishes.

Dave Fern





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Fuchs-Silkolene British Supersport Championship

Who dares wins could be the motto for the Fuchs-Silkolene British Supersport Championship, which roars into action here with a great array of talented riders aboard top-class machinery.

Ian Lowry would be the name for most tipsters if they were betting on the outcome of the fight for the crown: he continues with the Relentless Suzuki by TAS team, with which he put in a strong challenge last term, finishing runner-up to team-mate Michael Laverty, who has graduated to Superbikes.

That, you might think, has opened the way for Lowry to have a clear run at things,

the BSB package. Now with factory support and development, the Hinckley-built bikes can be challengers at the front of the pack.

Determined to head them off is the Isle of Man TT outright lap record-holder John McGuinness. He is keen to show that he can be a winner again on the short circuits as well as on the roads – don't forget he is a former British 250cc

Talent scouts

But there could be a surprise package in the shape of leading British Supersport Cup rider Craig Fitzpatrick (BLDS Yamaha), who proved his speed during qualifying at Brands Hatch, securing a front row start. The Alfreton rider ended last year as runner-up in the Cup stakes and is determined to go one



Champion – and he could be on course for more honours this time around aboard the Padgett's Honda.

Steve Brogan, facing a busy old time as he also rides in Superstock this weekend, has the factory-backed HM Plant Honda and is more than capable of winning, something which can also be said of former Superbike Cup winner Chris Martin (Gearlink Kawasaki).

Dennis Hobbs was well in contention for honours last term; he has switched to riding for the Centurion Honda team, alongside last year's Supersport Cup winner James Westmoreland and former 125GP title-winner Daniel Cooper.

but that is hardly the case. A quality grid will line up for this sports-bike series and, if the pointers of Brands Hatch qualifying are to be heeded, then there will be a wide-open shoot-out for honours.

Hudson Kennaugh caught the eye last year with strong performances in the National Superstock series, giving up the challenge for honours to try his hand mid-term aboard the Virgin Yamaha in Superbikes. The South African is back with the Raceways Yamaha team and looking well settled... and he will need to be, as the man who beat him to the Superstock crown Glen Richards is looking ominously quick.

The Aussie ace is aboard one of two MAP Embassy Triumph Daytonas – the other is in the hands of factory test rider Paul Young who, since arriving on these shores, has been no stranger to honours in

From top: last year's runner-up Paul Young (2) will be challenged by the Triumphs of Richards (45) and Young (96), Martin's Kawasaki (26), the Yamahas of Fitzpatrick (75) and Kennaugh (3), not forgetting McGuinness on his Honda (4)



better this time around.

The Cup, by the way, is designed to encourage young riders into Supersport action, with a cost-effective entry system that permits them to select which rounds they wish to contest; they count their 10 best results across the season to decide the final rankings.

Dave Fern

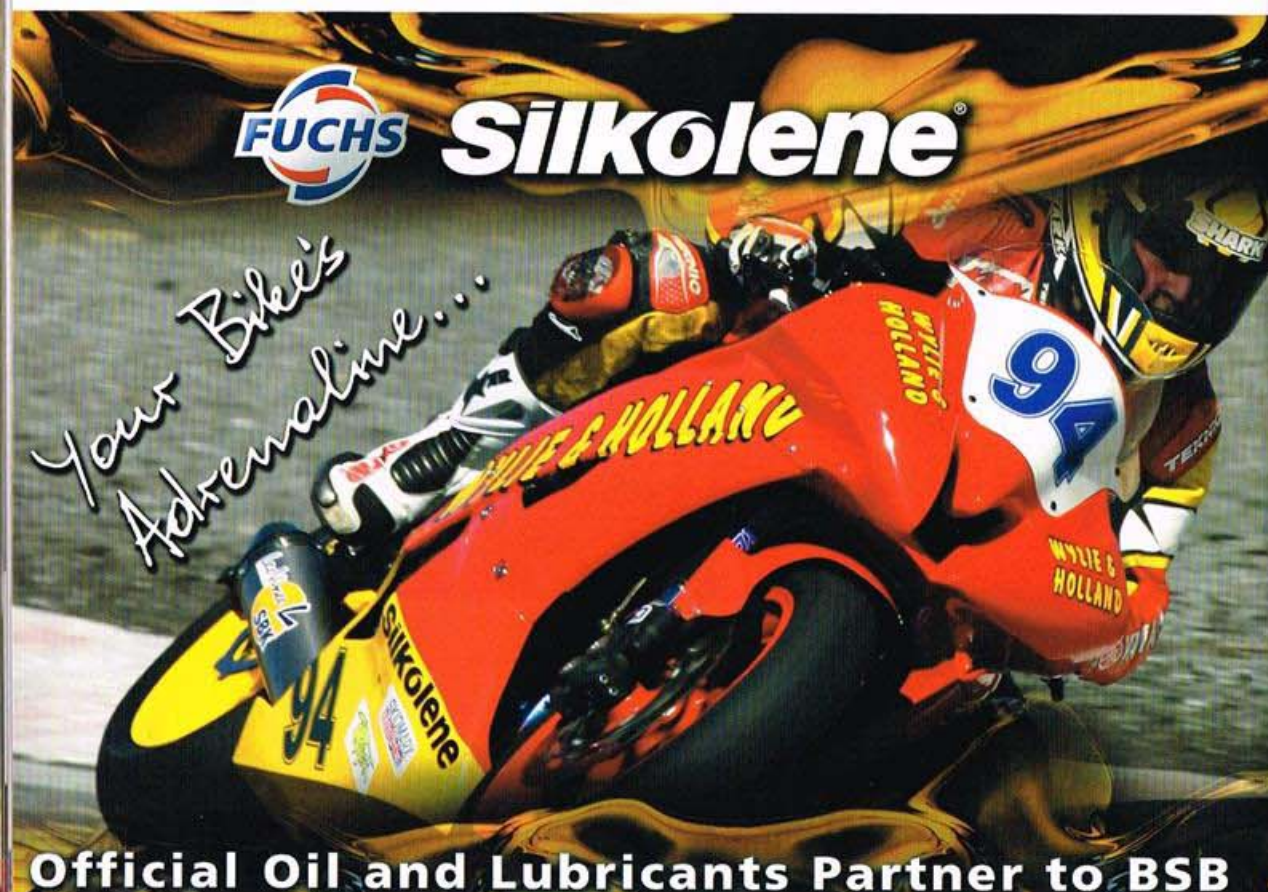


BRITISH SUPERBIKES 2008

39

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Academy awards

There is an intriguing mix of youth and experience in the entry list for the Relentless British 125GP Championship, within which there is action from the ACU Academy Cup. The split is about half-and-half, with Taylor Mackenzie – the son of triple British Superbike Champion Niall – at one end of the scale, and former title-winner Michael Wilcox at the other.

It is a recipe for interesting action on track, with the 'young guns' keen to progress rapidly up the career ladder; for top three overall finishers in the Academy Cup, there is the added incentive of an end-of-season prize from the ACU in the

Mackenzie will be looking to join them, as will Jay Lewis, who set the pace in qualifying for what should have been the opening round of the series at Brands Hatch a fortnight ago. The Herefordshire rider looked a quality act on the SL Honda, as he headed off the challenge of fellow Cup riders Luke Hinton (Buildbase/Knotts Honda) bike and Deane Brown (Colin Appleyard/Macadam Honda).

KRP rider Tom Hayward, not too many years their senior, was showing well, as was Catherine Green, who has been among the points in the past seasons and is this time making a determined bid for podium finishes.

Winner of the EMRA 125cc title, the speedy lady from Swadlincote describes herself on her web site as "Born and bred a tom boy". Adding to that: "My dad being a motorcyclist in his younger days and my mum a bit of a closet speed freak I became a fan of motor sport from a very early age but despite their enthusiasm the line was drawn at spectating. It wasn't until I went to Uni



that my boyfriend and eventual CG Racing mechanic, Jeff, let me loose on his MTX 125 on Dartmoor."

From that, the sporting lure grew, so expect to see her as a force to be reckoned with here, with another young lady, Omagh schoolgirl racer Nicole McAleer, building on her improving form, as shown at the Kent circuit.

The field is wide open and while Wilcox, riding his Slim Racing Honda, has a wealth of experience and race-craft, he will be taking nothing for granted against his highly-talented young rivals, among whom Connor Behan, Tim Hastings, Matthew Hoyle and Paul Jordan will be keen to make their mark.

Dave Fern

shape of paid-for entry fees for the final two rounds of the Spanish 125cc CEV Championship.

That is something worth winning: just check the progress of riders such as current 125cc Grand Prix runners Bradley Smith, Scott Redding and Danny Webb who have all followed this route.



Teenager Mackenzie (main picture) and former champ Wilcox (top right) represent two ends of the 125GP spectrum. Between them fall Lewis (73) and Jordan (61), while Green (27) and McAleer (26) uphold female honours



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Henderson Yamaha R1 Cup

One for all

The big brother of the highly-successful R6 Cup takes centre stage this year with the introduction of the Henderson Yamaha R1 Cup; running on slicks, these machines promise to provide high-powered action, with a rider line-up ranging from Superbike race-winner Sean Emmett to relative newcomers like Sam Warren.

This latest Rob McElnea-inspired competition offers riders a cost-effective 'turn-up and ride' package with handsome rewards for the more successful. It runs to a novel formula that splits the season in two, offering a Spring and an Autumn Cup, keeping competition alive, as well as rewarding the overall champion.

Who is that likely to be? It would be a brave man to bet against Emmett, who has a long-standing pedigree in Superbikes, with numerous wins to his credit - including here - and who has also tasted Grand Prix action. His experience all came into play at Brands Hatch, where he comfortably claimed pole position, although he has to



await the re-scheduled date of May 11 to see whether he can transfer that pace into a race win there.

His speed at the Kent circuit was just reward for the Cup mechanics, who had burned the midnight oil working on the bikes that had been damaged when their transporters had been involved in a motorway crash on the way to the circuit.

Emmett was up for the challenge, making the running. Then, as here, however, he can expect Jon Kirkham to be duelling with him for top spot, with Gary Mason also well on the pace, not forgetting road racing debutant Warren. Others adding to the action include

Jack Kennedy, who raced Supersport last term, Adrian Coates - he is also running

in Superstock here - Marty Nutt, who has tasted Superbike racing for the past couple of years, and Ben Wilson. MCN journalist Michael Neeves will be able to write first-hand about his experiences as he joins the fun, while Paul Shoesmith is capable of springing a surprise or two along the way.

This series promises to be big on rider skills, so evenly prepared are the bikes. "My guys worked hard to get the show on the road at Brands Hatch, having had to repair every bike after the crash, and it was a credit to them all that the bikes were on track," said series boss McElnea.

"Practice and qualifying threw up a few surprises there, with Sam Warren putting in a notable performance



Emmett (main picture) might be seen as title favourite, but do (from top) relative newcomer Warren (11), the experienced Kirkham (10) and Shoesmith (69), plus former Superbike Cup runner Nutt (77) think so too?

that proves that no rider can rest on his laurels. We are looking forward to some great racing this season and now it is time to showcase the depth of this exciting new series."

Who will win? It should be Emmett... but nothing can ever be taken for granted in one-make action!

Dave Fern



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Metzeler National Superstock 1000 & 600

There is no doubting the popularity of the two Metzeler National Superstock Championships, with packed starting grids and the prospect of hot competition in both, with a lot of reputations at stake.

In the 'big bike' 1000 series, the man to watch should be Steve Brogan riding the Honda UK Fireblade ~ he was a race winner last year *en route* the runner-up spot in the final rankings; he is now determined to go one better, but the competition looks strong.

Jon Kirkham heads up the Raceways Yamaha challenge: remember, last year,

that team had Hudson Kennaugh running strongly for them in Superstock and, if qualifying for Brands Hatch was anything to go by, the outfit is back in the groove big-time.

Marshall Neill is another strong rider aboard his Suzuki, while Adrian Coates, who had more than his fair share of misfortune last season, will be one to watch on the Dyer Crossgills Yamaha.

Former champion Lee Jackson will be looking for strong points here if he is regain the title he won a couple of years ago; the Lincolnshire rider is now with the NCT Yamaha team, while Peter Ward rides a similar R1 in the

~ 'junior superstock', as it is dubbed by a number of race-watchers ~ has certainly captured the imagination, with an over-flowing entry list of more than 50 riders queuing up to join.

Heading the pack is last year's winner of the British 125GP crown, Luke Jones (RDL UK1 Racing Yamaha), while the challengers he faces include



Taking stock



colours of SCG Performance.

The list of potential front-runners seems endless. Kenny Gilbertson (Astro Kawasaki) arrives here fresh from running the London Marathon to raise money for the CJ Fund, while there is experienced Cameron Donald riding for Relentless Suzuki.

Conor Cummins, Howie Mainwaring and twice British 125GP champion Christian Elkin should all be in the mix, with Craig Beggs and James Hurrell good outside bets to upset the form book as the action unfolds.

The introduction of the Metzeler National Superstock 600 Championship

Anti-clockwise from below: in Superstock 1000, double 125GP Champion Elkin (5) will be chasing last year's runner-up Brogan (17), as will Coates (19) and Gilbertson (32), while Jones (82) leads the pack in the new Superstock 600 series



Nikki Coates, also moving up from 125cc action where he was a race winner last term. Allan Jon Ventner riding the MAP Embassy Triumph should be in the frame, along with Jay Dunn (Bespoke Honda).

Others to watch for include Ollie Linsdell (Blackhorse Yamaha) and Tom Clegg on the Red Viper Honda, but the first hurdle for all of them is ensuring a strong enough performance in qualifying to make the cut, such is the pressure on numbers.

That will be a first 'shoot-out' for supremacy, an aperitif to the main business of the opening points-scoring action of the new campaign.

Dave Fern

POLE POSITION

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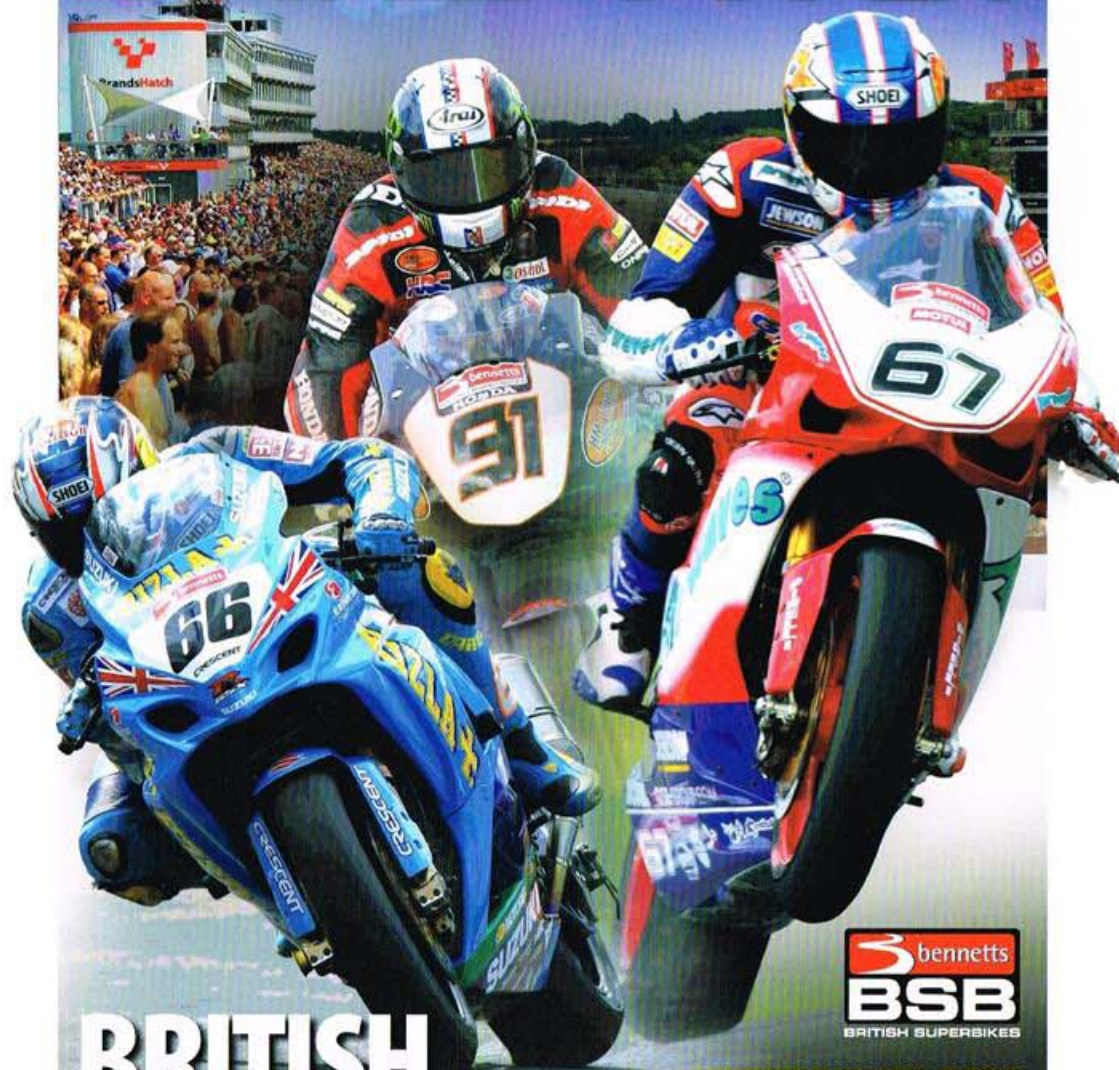
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* Advance tickets available up until midday Wednesday 7 May. Postage fee applies.

www.brandshatch.co.uk
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Focused Events KTM Super Duke

Time for something different! These naked street-racers provide their own brand of fast-moving, raucous show and, given the experiences of last term, fireworks can be expected on track as the Focused Events KTM Super Duke Battle blasts into action.

Expect to see around 20 of these throaty race-orientated 990 Super Duke R machines in action as the series takes to this high-speed circuit for the first time, providing a new challenge for the riders who are back in action for a second season.

Kelvin Reilly (pictured right, leading), who finished as runner-up to the inaugural champion Pauli Pekkanen, is back for more; the Londoner, who won at Snetterton last season, is running in the colours of Inmoto Corse alongside Paul Lane.

Reilly is well-used to the bar-to-bar action up front in this series, that is big on value with its 'ready-to-race' kit costing £8,500; for those riders who competed in the 2007 Battle and retained spare wheel and gearing kits, the price is just £7,500.

Joining them on track will be James

Put your Dukes up



Ed Smith, who ran eighth overall in last year's series. Richard Cooper and Ryan Harris run machines backed by SJB Racing, while *Superbike* Magazine has Jonathan Pearson in the thick of the action.

These striking machines run on Pirelli tyres, with the Dragon Supercorsa Pro SC2 the 'dry' choice while, in the wet, the tyre will be the Diablo Rain. This series, for which riders need to hold a minimum of a clubman's licence, is all about

genuine racing talent and cost-effective action, with only limited modifications to the bikes permitted.

Time to do battle!

Dave Fern

Edmeades, an experienced rider from Loughborough, who has ridden in several classes within the BSB package, while another who should be making a strong challenge for honours up front is

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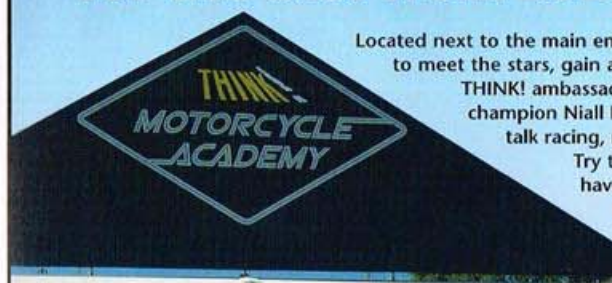
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Brands Hatch

Visit the THINK! Motorcycle Academy unit for the best from BSB all under one roof



Located next to the main entrance, the THINK! Motorcycle Academy is a great place to meet the stars, gain advice and see the latest 2008 bikes.

THINK! ambassador John Reynolds will be joined by fellow triple BSB champion Niall Mackenzie and top BSB riders to sign autographs and talk racing, road riding and safety.

Try the Honda Rider Trainer, size up the latest machines, have your picture taken against a BSB grid backdrop and test your knowledge on the interactive THINK! computer pods.

Take a lanyard from one of the Academy girls and enter the exciting GO VIP! Hospitality Competition! Two lucky pairs of fans will be upgraded to VIP Hospitality, drawn at noon on race day.



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

www.cjnine.com

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

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

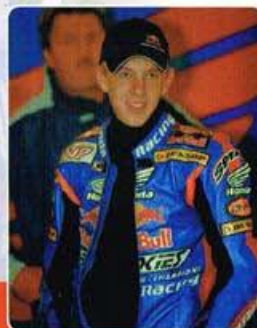
The Fund continues to go from strength to strength and once again we need the support of the true race fans.

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

- Mini auctions
- CJ BSB Sweepstake
- Raffle to win a Honda Hanspree Replica CBR 600
- CJ Souvenirs can be obtained for a donation to the CJ Fund

The Fund will be attending the following events:-

- All British Superbikes
- Donington & Brands WSBK
- Donington MotoGP



Remember the Fund is all about raising money, the more that is donated the safer our riders will be in the sport we all love.

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The opening round of the Bennetts British Superbike Championship, which was abandoned following extensive snowfalls at Brands Hatch two weeks ago, has been rescheduled to the weekend of May 10/11. All race day, weekend and grandstand tickets for the abandoned event will be valid for the new date with no extra charge.

Free practice and qualifying had already been completed before the snow fell, so grids for all races within the regular BSB programme will be as set on the Saturday at Brands. The new date was scheduled to be a BMCRC meeting, some races from which will be incorporated into the BSB timetable.



The Chris Jones Riders Fund is set for another big season, with the aim of raising more money to purchase vital medical equipment. Established in 2006, the CJRF is now approaching the £200,000 mark and last year purchased a mobile x-ray machine, which has already proved invaluable in allowing rider injuries to be diagnosed at the circuit medical centre, saving the need for the injured to travel to a hospital.

The CJ Fund has just purchased a mobile unit, which will be in the trade area at all BSB rounds this season and become the main port of call for fundraising during 2008. There will be rider interviews, mini auctions and raffle tickets on sale, with prizes such as a replica Hannspeer Honda CBR 600. CJ badges and stickers will also be available from the unit for a small donation to the Fund.

This looks set to be another big year for the Fund as it pursues its aim to provide funding for additional medical facilities as determined by the BSB medical team: upcoming projects for consideration include a dedicated BSB ambulance, ultrasound monitoring equipment and medevac facilities.

Bike insurance provider Bennetts is also helping the CJ Fund through its recently-launched 'Grass Roots' scheme which helps aspiring motorcycle racers of all levels to generate income to support their activities through access to a simple on-line recommendation programme.

Riders are given the chance to collect extra funding through their own

web site or social networking pages – for every policy taken out, which originates from a referral, Bennetts will pay the rider a commission towards his or her racing fund. The scheme has no upper earning limit and operates on a rolling scale, so the more entrepreneurial the rider is, the more commission will be earned. Bennetts will also pledge a further £5 donation per policy through its Grass Roots scheme to the CJ Riders Fund.

The process for getting involved is simple: any interested party should e-mail grassroots@bennetts.co.uk with full contact details and web address. Bennetts will reply with an unique URL link and downloadable banners to be added to riders' web sites, social networking pages and rider profiles on the grassroots section of www.bennetts.co.uk.

Birthday greetings are in order this weekend for a couple of personalities in the paddock. First, Isle of Man TT outright lap record holder John McGuinness enjoyed his 34th birthday last Wednesday, sharing the date with Aussie David Johnson, who celebrated reaching 26.

Ducati UK and the organisers of TT2008 have joined forces to bring a taste of Italy to the Isle of Man this year, as a host of famous Ducati names and historic machines help Ducati celebrate 50 years of TT involvement. For the first time, the world-famous Ducati Museum will be visit the island with some of its most famous race bikes that have helped

shape TT history. Visitors will have the chance to get up close to some of the most iconic machines ever to take part in the TT during the week-long exhibition at the TT Grandstand.

Included in the exhibition will be the first Ducati TT entry, the 125cc Desmo Ducati, while appropriately on the 30th anniversary of his incredible comeback, Mike Hailwood's 1978 Ducati will be returning to the island. Fans will be able to see Carl Fogarty's 1994 World Superbike Championship-winning 916 Ducati, Neil Hodgson's 2003 World Superbike Championship winning 999 Ducati and Casey Stoner's 2007 all-conquering Moto GP World Championship winning Ducati Desmosedici.

There will also be a special parade lap prior to the Senior Race on Friday June 6, which will give spectators the chance to see some of the most historic and exotic Ducati machines, ridden by some of the Ducati greats.

News of a name familiar on the BSB race programme in recent years: Tommy Bridewell will be in action this weekend at Mugello, where he will campaign his Team Naturally Best Suzuki in the opening round of the Italian Superbike Championship. The 18-year-old from just down the road in Wiltshire has an ambitious programme this year, as he is also contesting the Suzuki GSX-R European Cup – two weeks ago, he finished seventh in the opening round in Valencia.

If you were in Basingstoke's Festival Place shopping centre on Wednesday, you might have seen Southampton-based Team Trimite Brookspeed's promotion for its racing programme, inviting shoppers to meet team members. Already an experienced campaigner in the British GT Championship with a Dodge Viper for drivers Jon Barnes and James Gornall, this weekend the team makes its BSB race debut at its home circuit, running a pair of Ducati 1098R machines for Leon Morris.

The annual BSB media guide includes a potted assessment of each circuit from HM Plant Honda's Leon Haslam. Of Thruxton, he says: "You can break the 200mph mark here; it has a different character to most and is challenging to ride, with the chicane at the end of a fast flowing section closing you down."

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

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

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

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

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



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