



2020 Bennetts British
Superbike Championship
Season Review



TARRAN MACKENZIE

JASON O'HALLORAN

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INTRODUCTION

As Christmas and the New Year beckon, MSVR would like to thank everyone who made the 2020 Bennetts British Superbike Championship such a success, against the odds, and also for the unwavering support from our fans around the world during these tough times.

2020 has been a year that was full of uncertainty, but despite the unprecedented challenges, we were delighted that we could deliver another sensational season of racing that could bring some normality and relief to an otherwise difficult time.

We have particularly missed our fans trackside at events; the atmosphere has not been the same without the circuits lined by spectators getting to enjoy the action up close. But we would like to thank you all for your continued support, with tens of millions of you who watched around the globe on television, and everyone who continued to grow and get involved with our series by interacting through our social media channels throughout the year.

Of course we need to thank all of the riders and teams across the classes, who remained resilient despite everything, who once again provided non-stop entertainment and immeasurable competition at each and every round; your talent, skill, commitment and professionalism continues to make BSB highly respected amongst all other motorsport championships in the world.

Congratulations to Josh Brookes on winning his second Bennetts BSB crown and to the VisionTrack Ducati team and PBM for successfully securing their eighth BSB title. We also toast all of our support class champions – Rory Skinner, Mason Law, Franco Bourne, Chrissy Rouse, Ben Luxton, Owen Jenner and Josh Day.

Bennetts are a valued title sponsor of the series, and together we have delivered an incredible season in 2020, and we would like to thank them for their commitment to the sport and to giving our fans special loyalty offers through their continued Bennetts Rewards programme.

Our sincere appreciation also goes out to all our commercial and media partners, who are an integral part of the series.

The Bennetts BSB show would simply not be possible without the commitment and skills of the Racesafe marshals, the race organisation and our outstanding medical team, the latter who have also been working tirelessly throughout the pandemic in their roles within the NHS, and so we thank them for their incredible work and dedication.

The 2020 season was despite the delay, worth the wait and the season delivered an incredible display of racing. Over the season there were an impressive eight different race winners and a further two podium finishers representing six different teams and five manufacturers to finish inside the top three – showing just how competitive BSB is and the robustness of our technical regulations.

The title went down to the wire at Brands Hatch after a hallmark race to open the finale on the Grand Prix circuit. As Brookes became champion for the second time, Jason O'Halloran and Christian Iddon claimed their best results in the series to finish in second and third place respectively in the overall standings.

We now look ahead to hopefully a more positive 2021 where we hope that we can welcome the return of spectators to the tracks. We have already started the countdown to the opening round of 2021, which will kick off at Oulton Park in May. We can't wait, because if this season was anything to go by, we are in for a spectacular new season. A number of key announcements have already been made concerning rider and team line-ups and new manufacturers across the classes.

And don't forget if you can't wait until next year then you can still relive all the action from the 2020 season over the festive season courtesy of ITV4 and British Eurosport.

Merry Christmas and a Happy New Year

Stuart Higgs, MSVR and the entire Bennetts British Superbike Championship team





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2020 BENNETTS BSB:

GOOD THINGS COME TO THOSE WHO WAIT



The 2020 Bennetts British Superbike Championship was arguably one of the most anticipated seasons in recent times; the delay to the racing action due to the worldwide pandemic, heightened the desire to see Superbikes back on track and it was definitely worth the wait.

DONINGTON PARK (NATIONAL)

The season got underway at Donington Park with a sensational triple-header to open the 2020 championship and making the headlines was Honda Racing's Andrew Irwin in a rollercoaster weekend.

Andrew Irwin claimed the opening victory of 2020, but his brother Glenn pushed him all the way to the chequered flag, as the pair's sibling rivalry proved to deliver an intense battle on track, as they didn't give an inch in the quest for victory.

The Irwins had taken the lead from Kyle Ryde on the Buildbase Suzuki and Josh Brookes was also reeling in the leading brothers; the Australian edged ahead as Ryde was later forced to retire from the action.

At the front there was a three-way scrap forming between the Irwins and Brookes. Glenn Irwin had grabbed the lead with a move on his brother with the VisionTrack Ducati rider instantly making a move to push Andrew into third.

and the pair crossed the line 0.119s apart with Brookes sealing third place marking a historic moment for Honda Racing, as it was the first victory for the CBR1000RR-R Fireblade SP on its debut.

Andrew Irwin carried the momentum into the next race of the weekend at Donington Park, sensationally doubling up on victories after another Honda Racing head-to-head between the brothers.

Glenn Irwin had been holding the lead throughout race two, but yet again Andrew Irwin struck on the final lap, putting the brakes on his brother to double up his achievement for Honda Racing in an incredibly close battle for the victory with McAMS Yamaha's Jason O'Halloran completing the podium.

However, after a double strike it took a dramatic change in race three when he was involved in an incident with Brookes, which later saw Andrew disqualified from the result.

The Honda Racing pairing had looked set to reignite their sibling rivalry again in race three, and after fighting their way up the order, they were in the battle for the podium positions in the closing stages after Tommy Bridewell delivered a dominant performance.

The Oxford Products Racing Ducati rider led from the start and edged an advantage to become the second different race winner of the season.

However behind him, Brookes split the Honda Racing teammates, but disaster struck as Andrew Irwin made contact with the VisionTrack Ducati rider at Hollywood sending him crashing out at high-speed. The Australian was able to walk away from the incident but he was out of contention. The race result was then subsequently under investigation by Race Direction.

As they crossed the line Bridewell won by 2.064s ahead of Andrew and Glenn Irwin. However, following a long deliberation by the

Race Direction panel, Andrew Irwin was disqualified for his part in the incident for avoidable and unfair contact causing a collision and crash with Brookes.

McAMS Yamaha celebrated another podium finish in race two with O'Halloran who was one of five different riders, representing four different teams, who celebrated top three finishes at Donington Park.



Brookes was then vying for the lead on the VisionTrack Ducati, before pushing Glenn Irwin back into second place. However, the brothers then both made a brave move at Schwantz Curve, firing the Hondas back into the leading two positions two laps later.

A last lap lunge from Andrew on Glenn gave him the victory after he gave his brother no room to repay the manoeuvre



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SNETTERTON

The Championship then moved on to Norfolk and Snetterton produced the season's first new race winner as Christian Iddon claimed a debut victory in Bennetts BSB for VisionTrack Ducati, becoming the third different race winner of 2020.

In the opening Snetterton race, Brookes got off to a flying start with the pack instantly on the attack and Danny Buchan soon grabbed the lead with Iddon in second. However, a crash on the opening lap for Andrew Irwin, and his stricken Fireblade in the middle of the track, caused the deployment of the BMW Safety Car.

The pack lined up with Buchan, Iddon, Brookes, and O'Halloran the leading contenders; but when the race went green, Buchan crashed his Massingberd-Mundy Kawasaki out of the lead at Palmer.

Iddon then had the lead and he had begun to edge out an advantage, but as the race continued the chasing pack had reeled him back in and Bradley Ray was soon into second for the SYNETIQ BMW team ahead of Brookes and Bridewell.

The battle for the podium places went down to the wire and Iddon had the margin he needed to claim his first win, but behind the pack had shuffled again and Brookes and Bridewell had managed to get back ahead of Ray.

Brookes was able to hold off an equally determined Bridewell to the chequered flag as they completed a Ducati podium top three, but Glenn Irwin was in the fight too and made a last lap move on Ray to claim fourth place to maintain his championship lead.

The second race was another trademark dogfight for victory. At the start of the race, Glenn Irwin launched off the pole position into the lead with Brookes, Bridewell, Iddon and Ray all at the sharp end.

Brookes had soon taken the lead from his Honda Racing rival and was then holding off a hard-charging Glenn Irwin with Bridewell and Lee Jackson making up the leading quartet who were battling for the podium positions.

BENNETTS BSB 2020 SEASON REVIEW: SEASON OVERVIEW

Glenn Irwin made a move on Brookes for the lead but he couldn't quite make it stick, and then a problem towards the end of the race meant he had to settle for second and the valuable championship points, as the VisionTrack Ducati team celebrated their second victory of the weekend.

Bridewell had been on the attack too, claiming third place and another podium finish for the Oxford Products Racing Ducati team as Jackson scored his best result of the season in fourth place, with Iddon in fifth.

The fight for the Monster Energy Race of Aces Trophy went down to the final race of the weekend and it was Iddon who



got the leap off the pole position, ahead of his VisionTrack Ducati teammate Brookes and Bridewell.

The Ducati trio were battling at the front with the order changing on lap four as Bridewell took the lead ahead of Brookes and Iddon when they went three deep into Wilsons. Meanwhile as they battled for the advantage, Glenn Irwin had been making his way up the order; he had been running seventh after the opening lap, but he was soon fighting with his brother Andrew for fourth place on track.

Glenn Irwin soon had made a move on his brother, but Andrew was ready to fight back and a lap later regained the position. As the Honda Racing pairing fought it out for fourth place, the VisionTrack Ducati teammates were also trading blows for positions with Iddon moving ahead of Brookes. The Australian was then coming under attack from Glenn Irwin, who had managed to get the better of his brother.

BENNETTS BSB 2020 SEASON REVIEW: SEASON OVERVIEW

Glenn Irwin made his move on Brookes and then had Bridewell and Iddon ahead of him, after the Oxford Products Racing Ducati rider had taken the lead at the front of the pack.

It soon shuffled again with Iddon leading from Bridewell with Glenn Irwin pushing the Ducati pairing ahead of him. The Honda Racing contender then moved into second and then a lap later claimed the lead.

Brookes had moved into third and back into a podium position with Bridewell back in fourth place with Jackson, Tarran Mackenzie and Andrew Irwin in the first group as the leading manufacturers battled for the points.

Bridewell then moved back ahead of Brookes and had Iddon in his sights for second place after Glenn Irwin had edged a gap at the front in the closing stages. Bridewell waited until the final dive into Murrays to make a move on Iddon to put him into second, which he held until the finish line. Jackson meanwhile got the better of Brookes for fourth place on the final lap with Mackenzie leading the McAMS Yamahas home.

The victory for Glenn Irwin made him the fifth different winner in 2020, and in doing so added his name to an illustrious list of previous winners by claiming the Monster Energy Race of Aces trophy.

SILVERSTONE (NATIONAL)

As the unpredictability of the season continued, Tarran Mackenzie was the sixth different race winner in the opening race at Silverstone, securing McAMS Yamaha their first race win of 2020.

At the start of the opening race, Buchan had led the pack for the Rapid Fulfillment FS-3 Kawasaki team, however it was short lived as Andrew Irwin stormed ahead before they crossed the line for the first time.

Glenn Irwin soon grabbed the lead from his brother and the pair looked like they would try and break the pack, however O'Halloran was in close contention, and Ryde was into fourth and proving to be a threat on the Buildbase Suzuki.

Ryde moved ahead of O'Halloran for third with the Australian also having his teammate for company, as Mackenzie sliced his way through the field from his fourth row start position.

Mackenzie wasted no time in getting ahead of O'Halloran and was soon into third place, before passing Andrew Irwin a lap later. The Honda Racing rider was trying to fight back, but a mistake into Brooklands meant he lost serious ground and then would have to do the work all over again.

At the front, Mackenzie was soon putting the pressure on Glenn Irwin and a decisive move put him into the lead for McAMS Yamaha, with Glenn Irwin then having Ryde for company in the tussle for second place.

Ryde wasn't able to make a move stick until the closing stages when he was able to move into second and then a lap later O'Halloran also carved ahead of Glenn Irwin to push him out of a podium position. On the final lap Mackenzie had the margin he needed to claim an emotional

victory and his first of the season.

Ryde meanwhile celebrated his first ever Bennetts BSB podium finish, making him the eighth different finisher in the

top three in 2020, with Buildbase Suzuki the fifth different team to celebrate a podium result.

Glenn Irwin and Andrew Irwin finished in fourth and fifth ahead of a huge contest for sixth place with Brookes holding off Jackson, Iddon, Buchan and Bridewell, who had started last on the grid.

The second race at Silverstone delivered another first time Bennetts BSB race winner as Ryde delivered an inch-perfect performance for Buildbase Suzuki, claiming an emotional debut race win, to become the seventh different rider to achieve victory in 2020, as the team became the fifth different winning team.

At the start of the second race of the weekend, Ryde had been dicing for the lead with Brookes. The VisionTrack Ducati rider hit the front of the field on lap two, and he held the position despite immense pressure from his rival until the closing stages.

However, Ryde was able to make a move with three laps remaining to push Brookes back into second and the Buildbase Suzuki rider then posted three rapid laps to break away from Brookes and O'Halloran in third, to cross the finish line with a 1m.686s advantage.

The podium battle went down to the wire; and Brookes was able to hold off O'Halloran as the McAMS Yamaha rider was back on the podium, but his teammate and race one winner Mackenzie, was forced out of action with a technical problem earlier in the race.

In the third and final race of the weekend, Ryde was unstoppable and he got an electric start from pole position to lead Glenn Irwin and Brookes on the opening lap. However, O'Halloran soon dived ahead of his rival to grab third position, before snatching second place.

Ryde was soon trying to make a break, and the Buildbase Suzuki rider executed it perfectly as he was able to edge an advantage over the chasing pack behind him where there was an intense battle for the podium positions.

BENNETTS BSB 2020 SEASON REVIEW: SEASON OVERVIEW

O'Halloran was holding off Glenn Irwin, despite the McAMS Yamaha rider trying to get ahead of Ryde in the early stages of the race for the lead.

Iddon meanwhile had moved into the mix for the podium fight, and by lap ten he was holding third place ahead of Mackenzie and Glenn Irwin. At the halfway point of the race, Iddon was able to make a decisive move on O'Halloran for second, but over the final ten laps he started dropping back through the field, and on the final lap the battle for fifth was a Ducati dogfight.



Iddon had held the advantage from Brookes and Bridewell at the start of the final lap, but as they took the chequered flag, the trio had shifted with Bridewell emerging ahead of Brookes and Iddon as they crossed the finish line.

The battle for second meanwhile had intensified between the McAMS Yamaha teammates with Mackenzie able to fend off the challenges from O'Halloran to claim second place as they celebrated their strongest weekend of the season.

Glenn Irwin finished Round 9 in fourth place, but the points still give the Honda Racing rider the edge in the championship standings ahead of Oulton Park.

OULTON PARK

Another different circuit and another new race winner in 2020 as O'Halloran became the eighth wonder of the 2020 Bennetts BSB season, winning the opening race at Oulton Park by the narrowest of margins following an intense tenth round of the series in Cheshire.

O'Halloran had been on the pace throughout free practice, claiming pole position for the McAMS Yamaha team, but it was a hard-fought victory for the Australian as he faced some serious competition in his quest to return to the top step for the first time since 2016.

At the start of the race, Glenn Irwin had hit the front of the pack ahead of brother Andrew and O'Halloran, as disaster struck Silverstone race-winner Ryde who crashed out unhurt on the opening lap.

O'Halloran had taken the lead, but in a frantic battle for the win, just four laps later Iddon had taken the advantage at the

ahead of the championship leader and then into second with three laps remaining as he began his fightback.

Iddon was defending hard but it wasn't enough on the final lap as O'Halloran was able to grab the advantage and hold off the Snetterton race winner, to claim victory by 0.358s for McAMS Yamaha.

The race also proved to be a highlight for the Rapid Fulfillment FS-3 Kawasaki team as Buchan claimed his first podium finish of the season; moving into third place with two laps to go as he pushed the Honda Racing pairing for the final spot in the top three.

The third place for Buchan meant that five different manufacturers finished on the podium in 2020, as he became the ninth different rider to celebrate a podium result. Andrew Irwin held off brother Glenn for fourth place at the chequered flag, as his lead in the championship standings was reduced by five points as O'Halloran leapt up to second in the standings.

O'Halloran was able to follow it up with a second consecutive win in Round 11 as the Australian rode an inch-perfect race, to lead from the opening lap to the chequered flag and hold off Iddon and Buchan.

O'Halloran had a strong start from pole position in the second contest of the weekend, but he had VisionTrack Ducati's Iddon for close company with Buchan also in the breakaway trio, as they repeated the podium line up from the opening race.

O'Halloran's Round 11 victory was all the more crucial in the championship standings as there was a huge disappointment for standings leader Glenn Irwin, who was forced to retire with a technical problem, slashing his advantage in the points.

Brookes was able to make strides forward after finishing eighth in the opening race of the weekend, as the former champion carved his way through from seventh on the opening lap into fourth place at the chequered flag.

However, in the final race in Cheshire, O'Halloran was denied the chance to claim the first hat trick of wins in 2020 as Brookes hit back in fighting form in race three.



front, after carving his way up the order. As the VisionTrack Ducati rider led the freight train of riders, Andrew Irwin was also eager to fight his way through and he had moved into second.

By the tenth lap O'Halloran had dropped back to fourth, as Iddon started coming under fire from the Honda Racing pairing with Andrew and Glenn holding second and third place. O'Halloran wasn't defeated though and he moved



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Brookes turned the earlier disappointment of the weekend into a stunning victory in Round 12, holding off his VisionTrack Ducati teammate Iddon and Jackson to celebrate the final win in Cheshire.

Brookes had managed to hold the lead into Old Hall for the first time ahead of double race winner O'Halloran and Iddon with the Rapid Fulfillment FS-3 Kawasaki pairing also in close contention.

Iddon was looking for a way to move ahead of O'Halloran, and he soon powered ahead of his Australian rival as he bid to keep him at bay.

He then had his teammate in his sights, and he was looking for a chance to make a move. Iddon went for a dive on the brakes into Lodge, but a determined counterattack put Brookes back at the front before they crossed the line for lap nine.

Iddon was still pressing Brookes and with three laps to go, he

looked set to make a move at Hizzy's, but it cost him ground and gave his teammate the edge he needed over the final laps to claim his second win of 2020 Bennetts BSB.

Meanwhile Iddon was under pressure from O'Halloran and Jackson as the scrap for the final podium positions continued, which went down to the wire on the final lap, with Iddon able to hold strong in second place.

However, for O'Halloran the chance of a hat trick of podiums ended at the final corner when Jackson made a determined move at Lodge to grab third place and hold the 0.096s advantage at the chequered flag.

O'Halloran claimed fourth place, but a determined weekend for the McAMS Yamaha rider launched him into second in the title fight ahead of Donington Park and just two points adrift of Glenn Irwin, who ended the final race of the weekend in sixth place for Honda Racing.



DONINGTON PARK (GP)

Three different riders and three different teams celebrated victory at Donington Park in the penultimate event in the 2020 Championship battle.

In the opening race of the weekend, Andrew Irwin returned to the form that saw him claim a double victory at the circuit's season opener, and the Honda Racing rider delivered a perfect race to score his first podium since the previous visit to Donington Park.

Andrew Irwin's victory was all the more important for Honda Racing after championship leader Glenn Irwin crashed out unhurt, and then had to regroup and rebound strongly in the next two rounds to avoid losing ground before the season finale.

The VisionTrack Ducati teammates completed the podium line up in the opening race, with Iddon holding off Brookes to have another strong podium-finishing performance ahead of Mackenzie and Ryan Vickers, who celebrated his best finish for RAF Regular & Reserve Kawasaki.

It wasn't to be another Donington Park double for Andrew

BENNETTS BSB 2020 SEASON REVIEW: SEASON OVERVIEW

Irwin though; when he crashed out with Vickers on the opening lap of the second race. At the front, Ryde had initially held the advantage, but a technical problem forced him out of the action.

Brookes had gathered pace and the VisionTrack Ducati rider edged out a lead, however it did begin to get closed down by O'Halloran in the final stages but not enough to deny him the victory.

The McAMS Yamaha team celebrated a double podium finish in the second race as Mackenzie snatched third place from Gino Rea, who was another rider to claim his best result of the season.

The final race of the weekend began with Brookes getting the jump off the line, but the VisionTrack Ducati rider had to settle for third place after Mackenzie stole the show in the closing laps, making McAMS Yamaha the third different winning team of the day.

Mackenzie had been able to hold off the challenges from Glenn Irwin, who had an impressive performance to end his weekend with a podium finish, but it was the Monster Energy King of Donington, Brookes, who held the position at the top of the standings ahead of the season finale.



BRANDS HATCH (GP)

The 2020 Championship went down to the season finale with five title protagonists taking the battle down to the wire on the Brands Hatch Grand Prix circuit.

At the top of the standings, for the first time in 2020, was Brookes, after the 2015 champion seized the advantage at Donington Park, where he celebrated a win and two third



places to give him a 16-point edge over his closest rival, and teammate, Iddon.

Iddon lined up for the title fight ahead of the triple-header finale for the first time on the second of the VisionTrack Ducatis with Glenn Irwin just two-points adrift for the Honda Racing team.

Glenn Irwin in turn had just a one-point margin over McAMS Yamaha's O'Halloran, as both riders chased their first title, whilst Mackenzie was still mathematically in with an outside chance.

An incredible opening race produced the most dramatic action of the 2020 season; with all five of the title contenders going all-in to battle for the victory, and it was O'Halloran and McAMS Yamaha who aced the opening round of the weekend.

The lead changed every lap throughout the 16-lap tussle for supremacy in the standings and at the start of the race; Brookes had initially led the pack, getting the jump on Glenn Irwin, O'Halloran and Iddon.

Iddon was soon into third, but at the front, Glenn Irwin had captured the lead. The Honda Racing rider though was instantly under fire again from Brookes who regained the position before they crossed the line to start the next lap.

Irwin then went for another attempt; passing Brookes for the lead, with the VisionTrack Ducati rider nudged into third as Iddon moved ahead into second. Two laps later and Iddon became the third different rider to lead, but soon the Honda Racing Fireblade was back in front. Glenn Irwin was then holding the advantage from O'Halloran, Brookes and Iddon, but then the McAMS Yamaha rider was pushing for the lead.

O'Halloran made a decisive move to grab the position at Surtees, becoming the fourth of the five title contenders to lead the race. However, before lap 11 was completed, Iddon had fired the VisionTrack Ducati back ahead of O'Halloran with Glenn Irwin holding third place.

Iddon led the pack until the penultimate lap when he came under attack from a determined O'Halloran, who then made a break on the final two laps to claim his third victory of the season.

Iddon held second to the finish line despite the best efforts of Mackenzie, who carved his way through his rivals to end the race in third place ahead of Brookes, who had his advantage cut to seven points.

Buchan and Rapid Fulfillment FS-3 Kawasaki completed the top five as he made ground over the final laps, with Glenn Irwin ending the race in sixth place, with his brother Andrew in close contention.



Brookes stole the show on the final day of the 2020 season and celebrated becoming the Bennetts BSB champion for a second time.

Brookes had his lead reduced in the standings in the opening race to seven-points, but then on the final day of the season he claimed a commanding Round 17 victory before sealing the final win of 2020 to lift the title.

O'Halloran did everything he could to try and bag his first title; winning the dramatic opening race on Saturday and with teammate Mackenzie, they pushed the Australian all the way to the finish in the last race of the year.

O'Halloran's third place in Round 18, making it a hat trick of podium finishes at Brands Hatch, gave him second in the standings, with Iddon completing the 2020 top three for VisionTrack Ducati as the pair celebrated their strongest career result.

2020 SEASON IN NUMBERS

- 8 different race winners
- 5 different race-winning teams
- 4 different race-winning manufacturers
- 10 different podium finishers
- 2 first time race winners



2020 RESULTS AND STANDINGS

DONINGTON PARK - ROUND 1 RESULT

1. Andrew Irwin (Honda Racing)	-
2. Glenn Irwin (Honda Racing)	+0.119s
3. Josh Brookes (VisionTrack Ducati)	+0.831s
4. Christian Iddon (VisionTrack Ducati)	+1.568s
5. Tommy Bridewell (Oxford Products Racing Ducati)	+5.362s
6. Luke Mossey (Rich Energy OMG Racing BMW)	+9.122s
7. Tarran Mackenzie (McAMS Yamaha)	+9.328s
8. Jason O'Halloran (McAMS Yamaha)	+10.580s
9. Ryan Vickers (RAF Regular & Reserve Kawasaki)	+15.429s
10. Lee Jackson (Massingberd-Mundy Kawasaki)	+15.671s

DONINGTON PARK - ROUND 2 RESULT

1. Andrew Irwin (Honda Racing)	-
2. Glenn Irwin (Honda Racing)	+0.194s
3. Jason O'Halloran (McAMS Yamaha)	+0.288s
4. Kyle Ryde (Buildbase Suzuki)	+1.035s
5. Danny Buchan (Massingberd-Mundy Kawasaki)	+1.411s
6. Josh Brookes (VisionTrack Ducati)	+3.557s
7. Tarran Mackenzie (McAMS Yamaha)	+3.817s
8. Christian Iddon (VisionTrack Ducati)	+4.156s
9. Tommy Bridewell (Oxford Products Racing Ducati)	+5.437s
10. Héctor Barberá (Rich Energy OMG Racing BMW)	+5.757s

DONINGTON PARK - ROUND 3 RESULT

1. Tommy Bridewell (Oxford Products Racing Ducati)	-
2. Glenn Irwin (Honda Racing)	+2.157s
3. Jason O'Halloran (McAMS Yamaha)	+2.403s
4. Christian Iddon (VisionTrack Ducati)	+6.510s
5. Danny Buchan (Massingberd-Mundy Kawasaki)	+8.657s
6. Tarran Mackenzie (McAMS Yamaha)	+8.923s
7. Kyle Ryde (Buildbase Suzuki)	+9.067s
8. Ryan Vickers (RAF Regular and Reserve Kawasaki)	+13.265s
9. Lee Jackson (Massingberd-Mundy Kawasaki)	+14.425s
10. Héctor Barberá (Rich Energy OMG Racing BMW)	+14.927s

SNETTERTON - ROUND 4 RESULT

1. Christian Iddon (VisionTrack Ducati)	-
2. Josh Brookes (VisionTrack Ducati)	+1.303s
3. Tommy Bridewell (Oxford Products Racing Ducati)	+1.345s
4. Glenn Irwin (Honda Racing)	+1.470s
5. Bradley Ray (SYNETIQ BMW)	+2.228s
6. Lee Jackson (Massingberd-Mundy Kawasaki)	+2.451s
7. Tarran Mackenzie (McAMS Yamaha)	+6.961s
8. Jason O'Halloran (McAMS Yamaha)	+7.093s
9. Ryan Vickers (RAF Regular and Reserve Kawasaki)	+7.182s
10. Kyle Ryde (Buildbase Suzuki)	+9.339s

SNETTERTON - ROUND 5 RESULT

1. Josh Brookes (VisionTrack Ducati)	-
2. Glenn Irwin (Honda Racing)	+0.490s
3. Tommy Bridewell (Oxford Products Racing Ducati)	+0.696s
4. Lee Jackson (Massingberd-Mundy Kawasaki)	+0.853s
5. Christian Iddon (VisionTrack Ducati)	+2.682s
6. Kyle Ryde (Buildbase Suzuki)	+2.966s
7. Tarran Mackenzie (McAMS Yamaha)	+3.889s
8. Jason O'Halloran (McAMS Yamaha)	+9.549s
9. Luke Mossey (Rich Energy OMG Racing BMW)	+11.845s
10. Bradley Ray (SYNETIQ BMW)	+19.310s

SNETTERTON - ROUND 6 RESULT

1. Glenn Irwin (Honda Racing)	-
2. Tommy Bridewell (Oxford Products Racing Ducati)	+1.138s
3. Christian Iddon (VisionTrack Ducati)	+1.441s
4. Lee Jackson (Massingberd-Mundy Kawasaki)	+2.255s
5. Josh Brookes (VisionTrack Ducati)	+2.300s
6. Tarran Mackenzie (McAMS Yamaha)	+2.359s
7. Jason O'Halloran (McAMS Yamaha)	+3.462s
8. Andrew Irwin (Honda Racing)	+6.510s
9. Bradley Ray (SYNETIQ BMW)	+7.303s
10. Kyle Ryde (Buildbase Suzuki)	+7.402s

SILVERSTONE - ROUND 7 RESULT

1. Tarran Mackenzie (McAMS Yamaha)	-
2. Kyle Ryde (Buildbase Suzuki)	+0.105s
3. Jason O'Halloran (McAMS Yamaha)	+0.446s
4. Glenn Irwin (Honda Racing)	+1.855s
5. Andrew Irwin (Honda Racing)	+4.362s
6. Josh Brookes (VisionTrack Ducati)	+4.944s
7. Lee Jackson (Rapid Fulfillment FS-3 Kawasaki)	+6.293s
8. Christian Iddon (VisionTrack Ducati)	+7.585s
9. Danny Buchan (Rapid Fulfillment FS-3 Kawasaki)	+7.661s
10. Tommy Bridewell (Oxford Products Racing Ducati)	+7.797s

SILVERSTONE - ROUND 8 RESULT

1. Kyle Ryde (Buildbase Suzuki)	-
2. Josh Brookes (VisionTrack Ducati)	+1.686s
3. Jason O'Halloran (McAMS Yamaha)	+1.760s
4. Glenn Irwin (Honda Racing)	+3.383s
5. Bradley Ray (SYNETIQ BMW)	+10.592s
6. Tommy Bridewell (Oxford Products Racing Ducati)	+10.984s
7. Lee Jackson (Rapid Fulfillment FS-3 Kawasaki)	+11.183s
8. Danny Buchan (Rapid Fulfillment FS-3 Kawasaki)	+13.279s
9. Andrew Irwin (Honda Racing)	
10. Héctor Barberá (Rich Energy OMG Racing BMW)	+13.416s

SILVERSTONE - ROUND 9 RESULT

1. Kyle Ryde (Buildbase Suzuki)	-
2. Tarran Mackenzie (McAMS Yamaha)	+1.549s
3. Jason O'Halloran (McAMS Yamaha)	+1.649s
4. Glenn Irwin (Honda Racing)	+3.421s
5. Tommy Bridewell (Oxford Products Racing Ducati)	+4.911s
6. Josh Brookes (VisionTrack Ducati)	+5.329s
7. Christian Iddon (VisionTrack Ducati)	+5.373s
8. Lee Jackson (Rapid Fulfillment FS-3 Kawasaki)	+5.481s
9. Andrew Irwin (Honda Racing)	+9.614s
10. Luke Mossey (Rich Energy OMG Racing BMW)	+10.144s

OULTON PARK - ROUND 10 RESULT

1. Jason O'Halloran (McAMS Yamaha)	-
2. Christian Iddon (VisionTrack Ducati)	+0.358s
3. Danny Buchan (Rapid Fulfillment FS-3 Kawasaki)	+0.804s
4. Andrew Irwin (Honda Racing)	+3.959s
5. Glenn Irwin (Honda Racing)	+4.069s
6. Lee Jackson (Rapid Fulfillment FS-3 Kawasaki)	+4.119s
7. Bradley Ray (SYNETIQ BMW)	+4.359s
8. Josh Brookes (VisionTrack Ducati)	+4.476s
9. Tarran Mackenzie (McAMS Yamaha)	+5.884s
10. Gino Rea (Buildbase Suzuki)	+14.324s

OULTON PARK - ROUND 11 RESULT

1. Jason O'Halloran (McAMS Yamaha)	-
2. Christian Iddon (VisionTrack Ducati)	+0.214s
3. Danny Buchan (Rapid Fulfillment FS-3 Kawasaki)	+1.129s
4. Josh Brookes (VisionTrack Ducati)	+4.305s
5. Lee Jackson (Rapid Fulfillment FS-3 Kawasaki)	+10.648s
6. Tarran Mackenzie (McAMS Yamaha)	+11.478s
7. Andrew Irwin (Honda Racing)	+11.819s
8. Bradley Ray (SYNETIQ BMW)	+12.611s
9. Luke Mossey (Rich Energy OMG Racing BMW)	+12.683s
10. Peter Hickman (Global Robots BMW)	+15.078s

OULTON PARK - ROUND 12 RESULT

1. Josh Brookes (VisionTrack Ducati)	-
2. Christian Iddon (VisionTrack Ducati)	+1.622s
3. Lee Jackson (Rapid Fulfillment FS-3 Kawasaki)	+1.803s
4. Jason O'Halloran (McAMS Yamaha)	+1.899s
5. Danny Buchan (Rapid Fulfillment FS-3 Kawasaki)	+10.176s
6. Glenn Irwin (Honda Racing)	+10.362s
7. Bradley Ray (SYNETIQ BMW)	+13.112s
8. Peter Hickman (Global Robots BMW)	+16.968s
9. Tarran Mackenzie (McAMS Yamaha)	+17.792s
10. Luke Mossey (Rich Energy OMG Racing BMW)	+18.232s

DONINGTON PARK - ROUND 13 RESULT

1. Andrew Irwin (Honda Racing)	-
2. Christian Iddon (VisionTrack Ducati)	+1.824s
3. Josh Brookes (VisionTrack Ducati)	+2.508s
4. Tarran Mackenzie (McAMS Yamaha)	+8.048s
5. Ryan Vickers (RAF Regular & Reserve Kawasaki)	+10.776s
6. Gino Rea (Buildbase Suzuki)	+12.297s
7. Jack Kennedy (RAF Regular & Reserve Kawasaki)	+12.387s
8. Kyle Ryde (Buildbase Suzuki)	+13.841s
9. Danny Buchan (Rapid Fulfillment FS-3 Kawasaki)	+17.938s
10. Lee Jackson (Rapid Fulfillment FS-3 Kawasaki)	+25.058s

DONINGTON PARK - ROUND 14 RESULT

1. Josh Brookes (VisionTrack Ducati)	-
2. Jason O'Halloran (McAMS Yamaha)	+0.578s
3. Tarran Mackenzie (McAMS Yamaha)	+1.805s
4. Gino Rea (Buildbase Suzuki)	+3.123s
5. Tommy Bridewell (Oxford Products Racing Ducati)	+4.419s
6. Christian Iddon (VisionTrack Ducati)	+4.908s
7. Glenn Irwin (Honda Racing)	+7.734s
8. Jack Kennedy (RAF Regular and Reserve Kawasaki)	+8.307s
9. Luke Mossey (Rich Energy OMG Racing BMW)	+11.511s
10. Joe Francis (Lloyd & Bowker BMW Motorrad)	+12.165s

DONINGTON PARK - ROUND 15 RESULT

1. Tarran Mackenzie (McAMS Yamaha)	-
2. Glenn Irwin (Honda Racing)	+1.223s
3. Josh Brookes (VisionTrack Ducati)	+3.951s
4. Christian Iddon (VisionTrack Ducati)	+6.742s
5. Gino Rea (Buildbase Suzuki)	+7.441s
6. Lee Jackson (Rapid Fulfillment FS-3 Kawasaki)	+7.685s
7. Andrew Irwin (Honda Racing)	+8.090s
8. Jason O'Halloran (McAMS Yamaha)	+9.274s
9. Luke Mossey (Rich Energy OMG Racing BMW)	+10.383s
10. Joe Francis (Lloyd & Bowker BMW Motorrad)	+10.860s

BRANDS HATCH GP - ROUND 16 RESULT

1. Jason O'Halloran (McAMS Yamaha)	-
2. Christian Iddon (VisionTrack Ducati)	+1.877s
3. Tarran Mackenzie (McAMS Yamaha)	+2.075s
4. Josh Brookes (VisionTrack Ducati)	+3.055s
5. Danny Buchan (Rapid Fulfillment FS-3 Kawasaki)	+3.667s
6. Glenn Irwin (Honda Racing)	+4.479s
7. Andrew Irwin (Honda Racing)	+4.787s
8. Lee Jackson (Rapid Fulfillment FS-3 Kawasaki)	+4.845s
9. Tommy Bridewell (Oxford Products Racing Ducati)	+5.899s
10. Gino Rea (Buildbase Suzuki)	+6.134s

BRANDS HATCH GP - ROUND 17 RESULT

1. Josh Brookes (VisionTrack Ducati)	-
2. Jason O'Halloran (McAMS Yamaha)	+1.085s
3. Christian Iddon (VisionTrack Ducati)	+10.880s
4. Andrew Irwin (Honda Racing)	+16.097s
5. Lee Jackson (Rapid Fulfillment FS-3 Kawasaki)	+16.246s
6. Luke Mossey (Rich Energy OMG Racing BMW)	+16.523s
7. Danny Buchan (Rapid Fulfillment FS-3 Kawasaki)	+16.590s
8. Peter Hickman (Global Robots BMW)	+17.889s
9. Gino Rea (Buildbase Suzuki)	+17.964s
10. Tommy Bridewell (Oxford Products Racing Ducati)	+19.935s

BRANDS HATCH GP - ROUND 18 RESULT

1. Josh Brookes (VisionTrack Ducati)	-
2. Tarran Mackenzie (McAMS Yamaha)	+0.578s
3. Jason O'Halloran (McAMS Yamaha)	+1.339s
4. Christian Iddon (VisionTrack Ducati)	+8.816s
5. Andrew Irwin (Honda Racing)	+8.882s
6. Danny Buchan (Rapid Fulfillment FS-3 Kawasaki)	+9.042s
7. Tommy Bridewell (Oxford Products Racing Ducati)	+17.660s
8. Peter Hickman (Global Robots BMW)	+17.827s
9. Lee Jackson (Rapid Fulfillment FS-3 Kawasaki)	+17.891s
10. Gino Rea (Buildbase Suzuki)	+18.028s

BENNETTS BRITISH SUPERBIKE CHAMPIONSHIP FINAL STANDINGS:

1. Josh Brookes (VisionTrack Ducati)	288 pts	6. Andrew Irwin (Honda Racing)	172 pts	11. Luke Mossey (Rich Energy OMG Racing BMW)	95 pts
2. Jason O'Halloran (McAMS Yamaha)	267 pts	7. Tommy Bridewell (Oxford Products Racing Ducati)	168 pts	12. Gino Rea (Buildbase Suzuki)	89 pts
3. Christian Iddon (VisionTrack Ducati)	258 pts	8. Lee Jackson (Rapid Fulfillment FS-3 Kawasaki)	157 pts	13. Bradley Ray (SYNETIQ BMW)	76 pts
4. Glenn Irwin (Honda Racing)	226 pts	9. Kyle Ryde (Buildbase Suzuki)	137 pts	14. Peter Hickman (Global Robots BMW)	71 pts
5. Tarran Mackenzie (McAMS Yamaha)	215 pts	10. Danny Buchan (Rapid Fulfillment FS-3 Kawasaki)	131 pts	15. Ryan Vickers (RAF Regular & Reserve Kawasaki)	45 pts



1st

Brookes lands title number two and sets sights on title defence



Josh Brookes came into the 2020 Bennetts British Superbike Championship as one of the title favourites; the 2015 champion was back with the VisionTrack Ducati team after narrowly missing out on the crown the season before, and was ready to come out fighting to go one better.

Pre-season testing kicked off for the Bennetts BSB teams in Spain, with the opening tests at Montebancho and Jerez proving a positive start for Brookes and the PBM team. The Australian was just 0.054s adrift of the pace-setting lap of Tommy Bridewell at Montebancho and then was fastest at Jerez by a margin of 0.625s.



"Pre season testing took place and we had three days at Montebancho and two days at Jerez, where we had plans to try settings that we didn't have chance to try in 2019," said Brookes. "Also on the list of things to try were the revised 2020 tyres with the different rubber compound and construction, the rear was taller in the centre and the front wider.

"Both of these test events were positive with good lap times and refined bike handling with me being second fastest at the opening test and fastest by over half a second on the final day at Jerez, at this point apart from a small amount of front chatter at Montebancho there were no issues with the tyres."

The delay in proceedings by the worldwide pandemic meant that action didn't resume until the single official test at Donington Park, but despite ending strongly in Spain, the official test at Donington Park didn't go as Brookes had expected.

"When we got back to England for the British test at Donington one week before the opening round, the performance of the bike was really unsatisfying, which came as a surprise as we'd thought the bike had improved from our work done in Spain," added Brookes.

"At this point we reverted back to 2019 settings, thinking that the changes in Spain would be the source of the issues, but the bike was still far from ideal leaving us confused as to where the performance drop had come from and at this point had started to think of the tyre may be the contributing factor."

The opening round of the season at Donington Park was a rollercoaster for Brookes; he took a third place in the opening race which was followed up by a sixth and a clash with Andrew Irwin which saw him crash out at high speed, what would be his only non-points score of the season.

However, the feeling of the VisionTrack Ducati was still not as Brookes had anticipated and with each weekend a triple-header, the team knew it was crucial to find the feeling that would put them back at the front and winning races as the they bid to retain the title they won in 2019.



"We entered the opening round still a little unsure as to why we had lost some of the performance we were used to having. The need to revise every tuneable area of the bike was further compromised by the changed schedule with the one less practice session and so this obviously restricted our progress in getting the bike back to its winning potential quickly," added Brookes.

BENNETTS BSB 2020 SEASON REVIEW: JOSH BROOKES

"Early on in the season the tyre appeared to work fine on other bikes, some tracks have also become noticeable to suit certain bikes more than others, so we were seeing a variety of different riders being in results at the front in the opening rounds of the season.

"Meanwhile we continued to fall into the trap of trying last year's settings in the first practice as that was a sensible and normal procedure of the past. The success of the 2019 season and all the settings and data had become a hindrance. For the second half of the year we completely abandoned all of our old data and began to start each weekend fresh, making new notes and settings for the bike like as if we were taking a new bike to a new track for the first time. The combination of less track time, the need to make more changes, and three races per weekend only compounded the problems, to the point where we were forced to make quite big changes between races to get the results. This is normally something I'm reluctant to do."

The next round at Snetterton was another challenge for Brookes despite the results; a second place plus his first race win of the season, and a fifth place in race three, he admits made it one of the hardest weekend's of the 2020 campaign.



"At Snetterton I got second, first and fifth as I got passed on the final corner in the last race," reflected Brookes. "I don't think I have been more distraught leaving a race weekend, and Aimee said 'why are you so angry because you got a second, first and a fifth?'"

"I was like 'I am just angry', maybe because the bike had got worse, maybe it was a bad tyre or whatever, but for whatever reason it felt worse at the end of the weekend. So what potentially was a good points haul was actually irritating me."

A pair of sixth places and a second at Silverstone moved Brookes up to second in the overall standings, and with more

different race winners again, the competition was fierce, as the season entered the final half.

"For sure there were some improvements from our rivals with new models or updates, but the pace of the races had not improved in any major way, for me it was more a drop in our performance from the lap times of the 2019 races," Brookes added.

"The common issue that I was complaining about repetitively was chatter, which to explain is the uncontrolled bouncing of the tyre across the surface of the track. It is as if it has corrugations like you would find on a country dirt road.

"When you get chatter you can't push anymore or go any faster, in fact you are often doing your best to not crash. Some corners it would come from the front and other times the rear. Throughout the whole season, we never fully cured this problem but were more in a management strategy.

"Another regular area of focus we were working on was braking efficiency. Like always with bikes you often rob one area of performance to gain in another area. The times when I was happy on the brakes and the bike was stable for turning in, the rest would almost take care of itself."

Oulton Park was arguably one of the biggest weekends for Brookes as together with the VisionTrack Ducati team they turned the results around throughout the three races. The track had been a strong venue for them in the past season in terms of results, and it was anticipated by their rivals before the weekend that they would prove hard to beat.

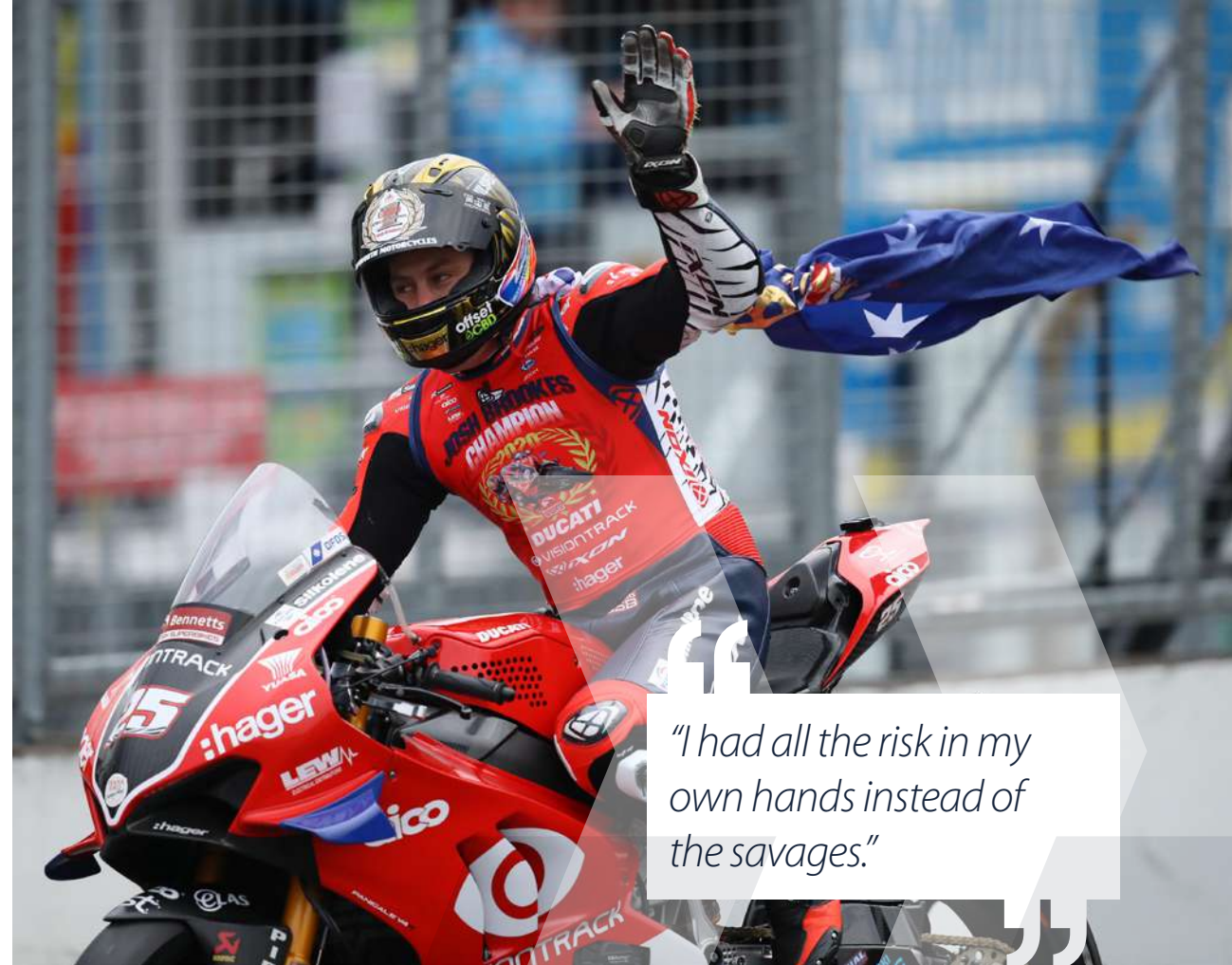
However an eighth place in the opening race in Cheshire was a disappointing start to the weekend, but Brookes followed it up with crucial progress, taking a fourth place in race two, before returning to winning ways in race three.

"Strangely I was more annoyed with Snetterton than Oulton Park," added Brookes. "I went to Oulton Park and I left there quite pleased - I got eighth a fourth and a

first, so why should I have been pleased about that weekend when it was much worse overall than Snetterton?"

"But it was down to how the weekend went; at Oulton I went from a bad-handling, irritating me bike to then a lot better result, to then ha ha ha have some of that!"

Oulton Park had seen Brookes drop a place to third in the standings, but a win and two third places at the penultimate round at Donington Park meant that the 2015 champion had moved to the top of the standings ahead of the season finale. Brookes was then ready for the final fight on the Brands Hatch Grand Prix circuit- a track where he is renowned for delivering incredible form.



"I had all the risk in my own hands instead of the savages."

THE BRANDS HATCH FINALE – BECOMING CHAMPION

The opening race of the weekend though was the biggest dogfight of the season and Brookes missed out on a podium finish with a fourth place as his rivals closed in, something that he knew he would have to make amends for in the final two races on the Sunday.

"The Saturday race was great, there was so much courage from every rider with the desperation of trying to recover their chance of being the champion," reflected Brookes. "I did enjoy it but I could have enjoyed it more if I didn't have so much to lose!"

"For most of the guys the mind set was win this race or lose any chance of the championship. For me as championship leader it was very different, I had everything to lose and found myself vulnerable as everyone was fighting for every corner like life depended on it.

"In hind sight I should have taken the risk by pushing myself to my own limit and leading at the front out of harm's way, but I hesitated and rode conservatively, and like a pack of dogs they all seen my vulnerability and pounced.

"This was a good lesson and in the final two races I just took the lead and set the pace that the others couldn't match and therefore had all the risk in my own hands instead of the savages.

"Last year I won 10 races and Scott won 11 so our team took 21 wins, with our dominance being reduced this year one way or another, it has therefore given way for a variety of other riders to show through on their day.

"I think the track suit some bikes better than others, this year we lost Cadwell, Thruxton and the Brands Hatch round from the summer and last year these were big point scoring rounds for me, but we still had to work on Silverstone and Donington Nationals. The shorter layouts don't work so well with our bike, but its details like this that make taking the championship this year more important and that little bit sweeter for me."



carbon copies of each other. But because I had to win and to find my threshold because I had to ride at my best to be at the front in the first place. "To keep the lead, with everyone trying to hunt me down, I had to really dig a bit deeper. People can pick it apart and say 'don't you ride your hardest every time you race?' And 'why didn't you ride harder when you came second because you could have had a win? So why are you saying in the last two races you rode better?'"

"But what I want to refer to is the previous comment I made about Oulton Park where I didn't think I had a bike where I could do any more on. No matter what I did, it wasn't going to get any better, whereas at Brands Hatch in those two races, where I had a bike that I could have done the same in race one.

THE HARDEST RACE OF THE YEAR?

"That depends on a few things; often the most compliments you will get is after you win a race, but often the winning races are the easiest because that's when things are working; the reason you were able to win is because everything felt good, it all worked long enough and good enough to win.

"When you have had fourth or fifth, that's when the bike wouldn't stop, you were biting the screen to get it to go round the corner, it didn't feel like you would still be on the bike and it was all really hard work, so the hardest race I think was the opening race at Oulton Park.

"I was eighth and I was trying so hard, but I felt trapped. I said to the guys, it's a bit like, if you are the greatest mathematician in the world and someone only gives you a question that is two plus four, you can't show how good you are, because of the question.

"The best you can offer in the best answer. That was how I felt in that race; the bike wasn't letting me be who I can be; I could only ride with what I had.

"So one, it was painful to be in a position that I didn't think represented me and two, to ride the bike that didn't let me represent myself. I was riding as hard as I physically could and it wasn't making any difference, so it wasn't the physically hardest race, but mentally it was draining. So the win in the last race felt so much more rewarding and significant, because of where we had started.

"Also physically the hardest race was the last two at Brands Hatch; I can't think which one was more or worse than the other because they were almost



"The next two races I had a bike capable of winning so that means everything is good; it turns you have the grip, but that means that it is then up to you to extend yourself because you have the platform to do it.

"So now, I have the maths board with an equation that covers the whole board, like at school. The whole way along the answers right and then I am straining my brain to give the best of me, the whole way though. Not just one moment. Every single moment of the race and I was able to extend myself and I was able to do it."

"Every single moment of the race I was able to extend myself and I was able to do it."



JB ON THE BEST MOMENT OF THE YEAR

"The highlight of the year was staying with Ricky Johnson for New Years. Highlight of the racing season would be... obviously winning is the highlight, but the standout moment was taking over the championship lead because all year I was working, steady in the background.

"I felt as a person, I was in the background, keeping my mouth shut, to a degree... I can't always help myself sometimes but I feel in my opinion I am always justified with what I say or what I mean, but it doesn't always come out the right way!

"In my head I was going about my business, behind the scenes and I knew what my strategy was and where I was going. You know, not every weekend went to plan, and sure there were weekends when I lost a few points, or didn't gain the points I felt I should have, but I was always on track.

"If anything I felt I was on track, maybe some other people were nervous, but I said a couple of times to the team 'relax,

we are still on track, we still have the target and we still know where we are headed. Sure the opening round didn't go as we expected and that was a setback, but in any case we are still on target and making progress.

"I never really felt under threat, I always felt I had control of my destiny, so to speak. Not that it was ever a fast process, but I always maintained calmness through logic and that turning point where I actually took the championship lead in the points, I went in, 10 points behind and came out 16 in front. That was a pinnacle for me – I was like 'yes, this is what I projected to happen'. Of course, projection doesn't always turn out, certainly in racing but it had on this occasion.

"I stayed calm, collected and moved forward and took that prize and that turning point was significant for me. It felt very rewarding for all the work and was the payoff. Of course, the championship goes without saying, but that was the pinnacle of the season."

JB ON MISSING THE FANS

"When you're racing you can't very often notice the crowd during the battle of a race as you are focused. However, you do at the very beginning or at the end of the race, and the atmosphere of the event has definitely changed this year. There is a buzz about the place like when there were 65,000 spectators at Brands last year.

"I would love to get back to this and I can only imagine how it must have been having 150,000 there for WSBK in early 2000s. I would love to have that size attendance again someday before I finish racing."



AT HOME WITH JB

With travel restrictions in place, the traditional trip home to Australia took a little longer than usual. The imposed two-week hotel quarantine on arrival in Sydney, meant Brookes had plenty of time to reflect on the season plus complete media interviews and even build a Lego Ducati to pass the time!

"I kept myself busy, but you just miss the outdoors when you are stuck in the hotel," said Brookes. "But it was worth it to be home now.

"The weather this summer in England has been one of the best in my 13 years of living there but I always look forward to the warmth of the Australian summer.

"I love going to the river or the beach with jet skis on a typical summer weekend. I also love the vast rugged feeling of Australia.

"I'm far more at ease in the bush than in the city, so to get home and get out on the road and in the countryside is something I look forward too and enjoy so much when I can do it."



JB: THE 2020 SEASON

RACE WINS: **5**

SECOND PLACES: **2**

THIRD PLACES: **3**

FASTEST LAPS: **2**

	RACE 1	RACE 2	RACE 3	CHAMP POS.
DONINGTON PARK NATIONAL	3	6	DNF	7
SNETTERTON	2	1	5	4
SILVERSTONE NATIONAL	6	2	6	2
OULTON PARK	8	4	1	3
DONINGTON PARK GP	3	1	3	1
BRANDS HATCH GP	4	1	1	1



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Paul Bird Motorsport (PBM) is the most successful team in Bennetts BSB history, adding to their unprecedented tally in 2020 on the way to claiming an eighth Superbike title crown when Josh Brookes claimed victory at Brands Hatch.

The Penrith-based team have now amassed an impressive 118 race wins and a further 156 podiums during their time in the championship, with 2020 marking the team's third successful title defence.





2ND

IN THE BLUE CORNER

O'HALLORAN DELIVERS CAREER BEST IN 2020

It has been a year to remember for Jason O'Halloran and the McAMS Yamaha team. The pair had been ready to build on their previous season and with the arrival of the new 2020 YZF-R1 and heading into the season injury-free, anticipation was high.

The team initially began their 2020 campaign with a shakedown of the new Superbikes ahead of the first official test in Spain, and O'Halloran admits that he had changed his strategy heading into the first group tests ahead of the new season.

"Testing at the very start of the year was a little bit different as we were still waiting for a few pieces to fit together," said O'Halloran. "So we went and did some laps so that we could get used to the new bike really.

"Also off the back of last year I was so strong during pre-season testing and then came into the start of the season the same, until I picked up a couple of injuries. But I didn't want to put that pressure on myself this year and so I wanted to ease into it a little more, and go a little bit under the radar rather than top every single test and come back with a load of pressure until we knew where we were."

The Spanish testing began in Montebianco and O'Halloran left the circuit for Jerez in tenth place and 0.646s adrift of the pace-setting time of Tommy Bridewell, and he followed up with the same position at Jerez.

Reflecting on the Spanish tests, O'Halloran added: "The Spanish test we just got up to speed, learnt as much as we could about the new bike, changed a few things with my riding, all whilst not going banzai! We came back from Spain and I was looking forward to the UK test, where I planned to start to pick up my pace a bit, but that got cancelled and then we had a big amount of time.

"Looking back, I was actually quite lucky. Although I was ready to go racing when we were supposed to start the championship because I had a great pre-season and I felt amazing with my body and physical condition, I was lucky to get almost another full pre-season as that put me in a really strong place, so I got lucky."



“I was lucky to get almost another full pre-season as that put me in a really strong place, so I got lucky”

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BENNETTS BSB 2020 SEASON REVIEW: JASON O'HALLORAN

The lockdown period forced a delay to proceedings and O'Halloran was keen to get his eye in at the earliest opportunity ahead of the official test at Donington Park, which would kick off the restarted season in earnest.

"Once the lockdown restrictions started to ease before the start of the season I got out on my practice bike and just did a few trackdays to get my head back into it and up to some kind of speed and riding," said O'Halloran.

"I felt comfortable and relaxed and it was great to feel as good as that after so much time off, despite all the work behind the scenes. We did a couple of tests on the Superbike and that

approach; knowing that it was the first time where the contenders would go head-to-head for the first time after the longest wait in championship history.

"I was pretty reserved going into round one and we turned up there and I had a difficult week with trying to get my knee feeling good between the test and the first event," said O'Halloran.

"I was fast immediately, topped all the practice sessions, and qualified on pole and then had two podiums. At the time, I was happy with it because it was the start of the season. You can look at the pace and think 'yeah we had the pace to win some races and we didn't, but we were still learning

the bike. If I look back to that round now, if we had raced again on the Donington Park National circuit at the third or fourth event, I am sure we would have won races from the things that we changed at the next couple of rounds."

O'Halloran showed strong pace throughout free practice and qualifying, and scored an eighth place in the opening race before following it up with a brace of third place finishes.

"It was just difficult in the races," said O'Halloran. "I was close to the two Hondas but I just couldn't get close enough in the passing areas to get



was all we did before the official test at Donington Park, so we didn't actually do that much.

"We got to the official test, probably most people won't remember this but I actually had a crash at the start of that test, and I put a deep hole in my right knee, so I went to the med centre and got it all stitched up and finished off the day and ended up second!

"I felt after having my knee stitched up and finishing the day where I did, I felt happy and the setting was good. I thought we were in a pretty good place going into the first event. But again I was cautious about being too confident because you never know what everybody else is doing. You can watch and read the interviews, riders will say they didn't go for a lap time or I did when they didn't, so it is hard to read everybody and work out where everyone is."

Anticipation was high for the season opener, but O'Halloran admits he headed into the opening races with a cautious



by. We finished with two podiums, showed really good pace. Race three I had a bit of contact on lap one through Craner and got run really wide, went back to tenth and then eventually finish on the podium, so that was a good start to the year.

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BENNETTS BSB 2020 SEASON REVIEW: JASON O'HALLORAN

"For me, it was a round that I took a lot of confidence from - I knew I had the speed this year to be at the front and battling for podiums. The target at that point was to win a race as I hadn't won one for a long time and I knew we could be in a position to challenge for that, so I felt good."

However the next event was tough for the McAMS Yamaha team and arguably the hardest of the season for O'Halloran, who scored two eighths and a seventh in Norfolk but quietly confident that the weekend would stand them in good stead for Silverstone.

"Snetterton was hard work," added O'Halloran. "We struggled a bit on the Friday but the conditions were really difficult with the wind, and probably we went a bit wrong on the setting because of that."

"We were quite a way away on the lap time, which is normal as a rider and team, that when you are a chunk of time off the top of the timesheets you naturally want to change stuff. I think it hindsight we should have left the bike alone, the conditions were not great and start again tomorrow, but we didn't and it took us until race three to get it back to where we started."

Silverstone had traditionally been a strong track for the Yamahas, and O'Halloran was keen to come out fighting after the disappointment of Snetterton. The McAMS Yamaha team did just that; claiming a double podium finish as Tarran Mackenzie claimed the first victory as they bounced back on the National circuit.

"Silverstone was a difficult weekend for me as I felt really strong on the bike and that I was riding really well, but I just struggling in two areas on the track which made it really difficult for me in the races. I was fast through the corners, but there were a couple of places where it was difficult to try and make passes. The first race was strong, and the first double podium for the team which was a great result for everybody after a difficult Snetterton."

"I knew the next two races would be tricky but I love racing at Silverstone; it's a long race and really difficult to manage the tyres, so it is a tactics race as much as it is about speed and it was nice to finish on the podium in all three races and get a good chunk of points. Again, we were at the front, and I knew from that point we had been to three different tracks and had made very little changes."

The momentum was building and O'Halloran on reflection believes that was down to a combination of learning the new bike, and adapting throughout the season before making radical changes that could prove risky.

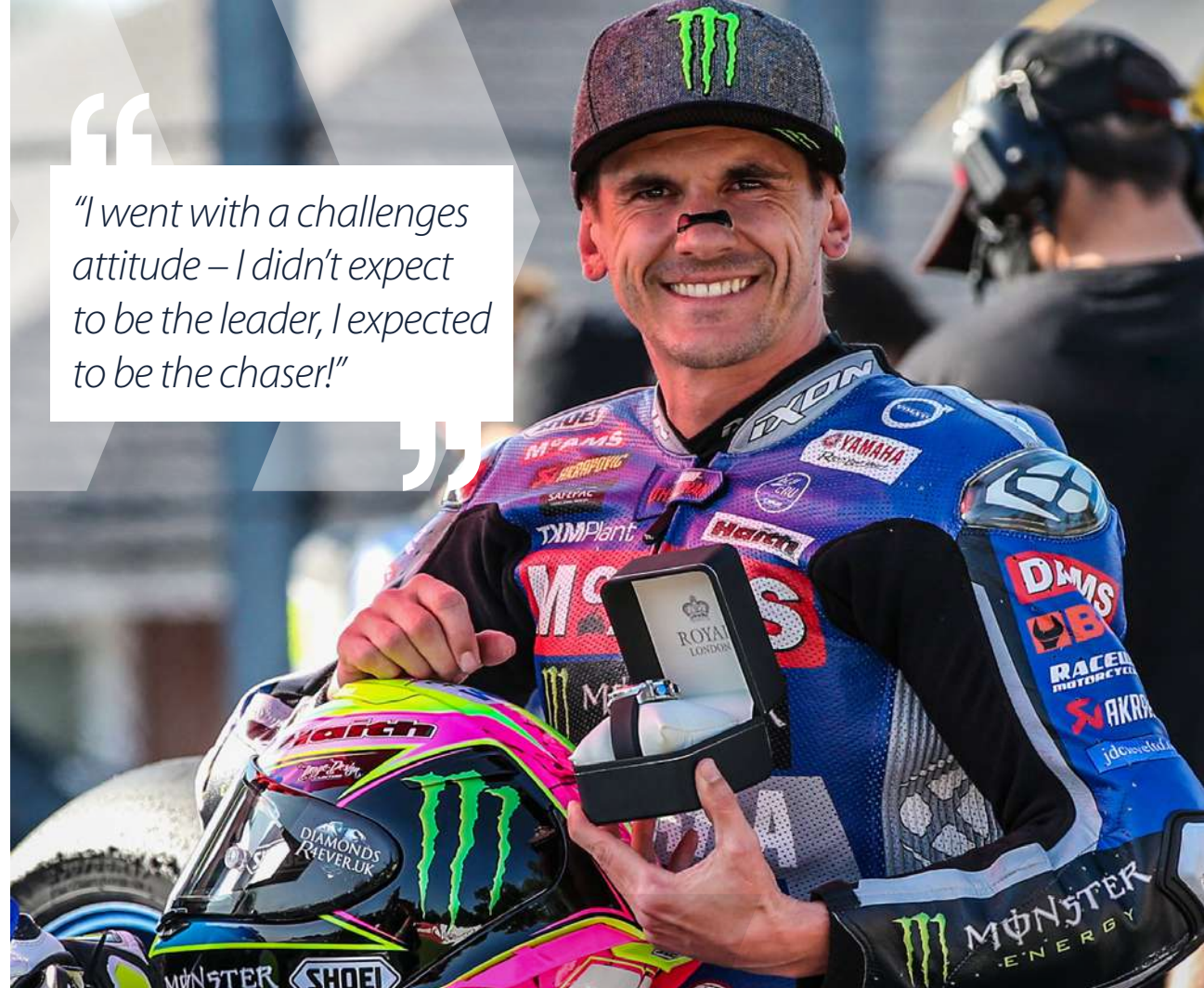
"We would change half a mil of ride height and a couple of mil of preload and I was really learning and understanding the bike," said O'Halloran. "Although there are things I would like to test now ready for next year, at the time this year, it was more beneficial to ride the same bike to learn its strengths and weaknesses. We still struggled in one area, but really strong in others and after Silverstone I realised that."

Oulton Park though will go down as one of the highlights for O'Halloran as he overcame his race-winning drought with a victory in the opening race in Cheshire - his first since 2016 and something that boosted his confidence in the second half of the season.

"Going to Oulton Park I was actually feeling really confident," added O'Halloran. "It was a track that last year I did ok at and I was struggling with injury then so I knew with the improvements we had also made already, that we would be in a better place this year."

"Although the result in race three wasn't good on paper; it was a seventh, I had run off the track to avoid Ryan Vickers' crash on the first lap, so when you look at the timesheets I was actually the fastest rider on track from lap four until the end. I had really good speed. We learnt some things there that would benefit us at the next two rounds and we improved the feeling, connection with the throttle, improved the power delivery and that comes into effect in the next two rounds where it really benefited us."

"I went with a challenges attitude - I didn't expect to be the leader, I expected to be the chaser!"



"I didn't probably anticipate how strong we were going to be, but I knew we would be somewhere near. I went there expecting the Ducatis to be really strong, so I went with a challenges attitude - I didn't expect to be the leader, I expected to be the chaser."

"I was really fast on Friday there, and then went on to get pole position and then won the first two races. To be honest, and taking nothing away from Josh in race three, as he rode the best and won the race, but I had the speed to win again. But because I was with Christian, I had spent the first two races with him and he knew exactly where I was strong and vice-versa."

"If it had been anyone else ahead of me but him, I probably would have got in through him and had more of a challenge for Josh in that race, but because we had spent the best part of 40-laps together on track, it was really tricky and I couldn't quite get by him."

"I made a mistake in the last corner, nearly hit the back of

Christian and lost speed up the straight and Lee passed me to get the last place on the podium. That was a bit of a bummer but again, it was down to circumstances and not speed."

O'Halloran's double race-winning performance meant he moved to within two points of Glenn Irwin at the top of the standings and the McAMS Yamaha team had put themselves in a fighting position to challenge for their first title.

"Oulton Park was the first time I had won a race in a couple of years and we won two completely different races; the first was a bit of a fight for it and then the second was start to finish with a lot of pressure," said O'Halloran.

"I didn't have more than +0.3s on the board at any point so that was a challenging one but we got through it. Again, the bike worked fantastic and allowed me to reach my potential of what I could do, as I felt really comfortable on the bike and it was doing everything I needed it to do."

O'Halloran's confidence was high, however Donington

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BENNETTS BSB 2020 SEASON REVIEW: JASON O'HALLORAN

Park was a weekend rollercoaster and looking back on the result of the 2020 season, the Australian believes the outcome could have been a different story if that weekend had gone differently.

"To be honest, I didn't lose the championship at Brands Hatch – I lost it at Donington Park," reflected O'Halloran. "The first race there caught us out. We worked on the bike throughout the wet sessions and in the first one I had struggled for grip, and didn't feel good and I wasn't happy. We made some changes in the next session and it felt much better and we made a big step forward.

"We went to the grid for the first race on Sunday and we didn't really think too much about the conditions, or what was happening to the track, as there was so much going on over the weekend. We just went with what we had, as we had felt good in the wet and unfortunately, the track dried out really quickly.

"We had the soft wet tyre on, which gave me a lot of grip immediately on that track, but it ruined the tyre straight away. The Yamaha uses the tyre really well, I am pretty good at conserving the tyre and it just caught us out. I couldn't stop the tyre spinning up in a straight line and couldn't get it to drive off the corner, and unfortunately we finished 14th – if I had been able to get a top five there then it could have been a different scenario.

"That's how it was, that is part of racing and BSB because no matter the weather you have to be strong in everything and we learnt from it and will take the experience into next year. At the time, we felt we had made the right choice, but it didn't work out."

Determined to convert his pace into another podium finish and claw back some of the points lost in race one, O'Halloran rebounded with a second place finish, before more disappointment in the final clash of the weekend.

"The second race we had another really strong race and came from row four to finish in second and had the fastest lap of the race and caught Josh towards the end. I was happy with that and went into the third race feeling like I could win. For whatever reason though, I didn't have a good feeling at the start of the final one. I got passed by Taz in the last corner, then got a bad run out and so Christian passed me into the first corner. Then that was where it all went wrong."

At the point where Christian came by me to pass me, he was slowing down, so I am not sure if his tyre was going off, or he had a problem, but he was starting to slow and I could see the first group getting away. At that point, I felt better again and I was trying everywhere to get by him, but he is quite hard to get past, but I knew I was faster than him into Mcleans.

"I went in fast and he was a little bit wider than I expected him

to be and I clipped him on the way through and caught my brake guard on the left-hand side. I have a finger rear brake on the left handlebar and the brake guard got flicked up. My clutch lever is really high so that I can use the rear brake and it bent up and caught the clutch lever in about three quarters of the way, which made the clutch slip.

"I just couldn't figure it out for two laps. Once I did, it took me about a lap to get it released, as it was quite jammed. The clutch was then really hot and slipping anyway, but then I did my fastest lap of the race, which was mad!

"I caught a couple of guys and got back to eighth and that race, at an absolute worst should have been a third and at absolute best I should have been able to go with Taz to see if we could be first or second. So that was a huge amount of points lost in that race, but then that's a part of racing. I am sure all of us would like back on races this year with ifs, buts or maybes."

Three races remained of the 2020 season and O'Halloran led the McAMS Yamaha bid for the title heading into the Brands Hatch finale, holding fourth place in the overall standings and 19-points adrift of Josh Brookes, who had claimed the advantage at Donington Park.

"I went to Brands Hatch and there wasn't a lot of pressure as I was 19-points back," said O'Halloran. "It doesn't matter if any of us wanted to admit it or not, but we went there with Josh being the favourite. He has been the champion before; he has won more race at Brands Hatch than the rest of us in the title fight had won collectively at all, so it was never going to be an easy task!

"He has won all those races at Brands Hatch and between us we might have only done half so the odds were against us. I think that is why Saturday's race was so good because we went in there and thought we have to go for it. If one of the other four of us could win the race on Saturday, we have a really good chance on Sunday and that was the mentality I had."

The opening race of the weekend couldn't have gone better for O'Halloran and he won an epic battle between the title contenders, and showing that he wasn't giving up on his hopes of title victory without a fight.

"All week I told myself if you win every race and Josh finishes second, second, third, you will win the championship' and then in the first race he finished fourth and I was like 'bang that is seven points back', then two wins on Sunday wins the championship.

"It is obviously nowhere near that easy but that is the thought process at the time. All through practice had gone well, I ended up second on the grid because I made a mistake on my last lap so knew I wasn't too far off Josh in quali.

BENNETTS BSB 2020 SEASON REVIEW: JASON O'HALLORAN

"I knew the race could get quite scrappy if everyone got involved – which I wish it ended up being like on Sunday as once Josh got to the front, that's why the race stretched out. It was an enjoyable but hard race.

"Normally those races like that first one can be quiet stressful but pretty much every rider who had a turn at the front had a stronger point on the track to someone else. I could pass into Stirlings, the two Ducatis could pass at the back straight – everyone had their strengths and that's what made it such a great battle. It was just crazy!

"It was clean, although it looked really aggressive. There wasn't any messing anyone up, running anyone off track – it was a good quality, hard race. Some races you watch back and go 'that was a bit harsh' but that one you watched again and thought that was a race where everyone rode their best. It was definitely one, if not the best race of my career.

"When I got to the front, I couldn't always hold it but with three laps to go I managed to get my head down and get away. Even after the franticness and your eyes were like dinner plates; I calmed myself down and did three fastest laps in a row to get away and then put us into second and within striking distance of Josh."

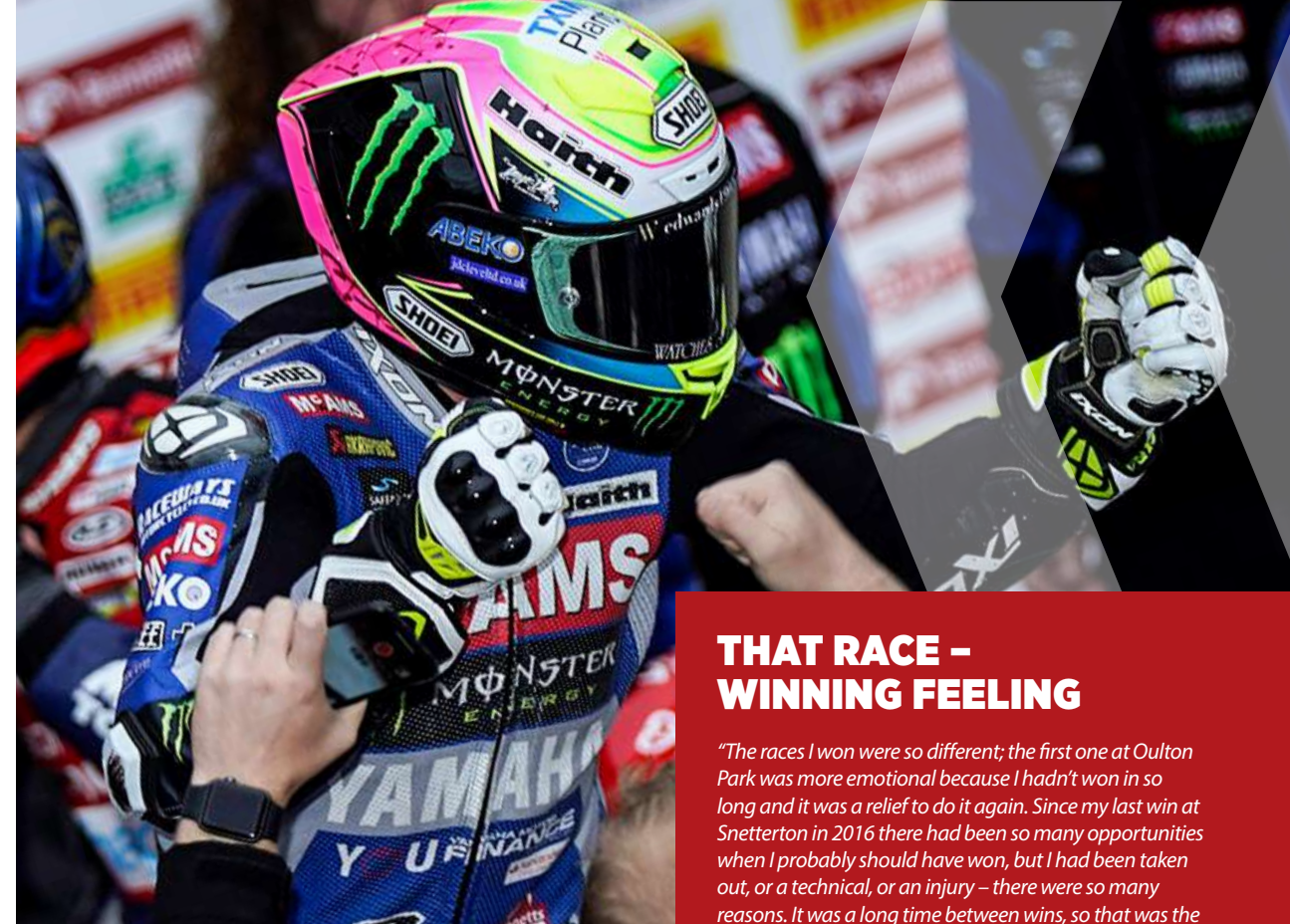
The race win put O'Halloran within seven points of Brookes, who had finished in fourth place in the opening race and he was hoping for a repeat performance of Saturday's clash, however it wasn't to be as VisionTrack Ducati responded.

"Sunday's races; I was really frustrated after the first one that day because again a scenario I got passed by Christian, Taz and Josh got away and I couldn't get ahead of Christian Iddon," said O'Halloran. "Eventually I got by him, Taz crashed, but Josh was a couple of seconds up the road, so spent the whole race chasing him and got it down from like three seconds to just one, but that was also him controlling the race as well as me chasing him.

"We had a similar pace so if we had been closer I am sure it would have been another good race, but I couldn't quite get there and that was the turning point as it was then 12-points at that point. It was never unachievable, as we have seen in the past what can happen, but it certainly made it more difficult. Even if I won, he needed to be fourth or further back, and it was unlikely he would finish that far back without an issue."

O'Halloran was 12-points adrift of Brookes heading into the final race, and knew all he could do was try and finish ahead of his Australian rival and hope that luck was on his side, but

“It was definitely one, if not the best race of my career”



THAT RACE – WINNING FEELING

"The races I won were so different; the first one at Oulton Park was more emotional because I hadn't won in so long and it was a relief to do it again. Since my last win at Snetterton in 2016 there had been so many opportunities when I probably should have won, but I had been taken out, or a technical, or an injury – there were so many reasons. It was a long time between wins, so that was the best feeling. I had achieved something that I had been trying to do for the past couple of years.

"The win at Brands Hatch was emotional but more pumped up – yeah that was bloody good! I also probably didn't enjoy that one as much as immediately I switched to thinking about the races on Sunday. I was seven points off the lead and I had to refocus and be ready for the next ones. A couple of days after, I watched it back a couple of times and I thought 'that was probably the best race I have ever rode', but at the time I knew how important the Sunday would be, so didn't get the chance at the time to think too much about it."

again Brookes claimed victory on the Grand Prix circuit.

"I did all I could at the start of the race, again he got to the front which made it hard because the pace was strong from the first lap and the fastest of the weekend. 25.3s and 25.4s the whole race and I got to him but I couldn't make a pass or get close enough to have a go and then Taz got passed me as he had a little bit more speed in that race. He couldn't do anything either and Josh just had a little bit better pace than both of us on the day and so it was what it was and it was a podium to finish the season."

O'Halloran had moved from fourth in the standings ahead of the season finale into the runner-up position at the end of the 2020 season; his strongest ever finish in the Bennetts British Superbike Championship and one that he now looks to build on with McAMS Yamaha in 2021.

"At the time I was obviously disappointed because you get a sniff of being able to win, but when you can actually sit back and reflect on it you think that was the best season I have ever had," added O'Halloran.

"We had podiums pretty much every weekend, other than Snetterton, and I hadn't won a race in four years and in 2020 I won three. I was really fast throughout the whole year and

had the most fastest laps in the Speedy League.

"When I now look back on this year, it is the first time going into a new season [in 2021] where I feel like we have things to work on, based on a really strong season. Now we can go into the new year, working on those areas and look forward to next season with a good chance of being a genuine title contender. I think we can definitely be in the fight – collectively we have all improved as a team and going off the back of 2020, I look to next year, know the margins are smaller and I am excited about the new season!"



3RD

IDDON ACHIEVES NEW HIGHS IN 2020 WITH FIRST RACE WIN AND THIRD IN THE STANDINGS

Christian Iddon delivered his career best results in the Bennetts British Superbike Championship with the VisionTrack Ducati team in the 2020 season, boxing off his debut race win in the series and went into the finale in the title hunt for the first time.

The switch to the Ducati Panigale V4 R wasn't the easiest of transitions for Iddon; he initially had a taste of the Italian machinery at the end of 2019 before the official tests in Spain on track alongside his Bennetts BSB rivals.

Iddon left Monteblanco eighth fastest on the overall combined times and ninth after Jerez as he continued to adjust to the new Superbike, before the championship returned to the final official pre-season test at Donington Park, where he ended the day in 18th position, and 0.787s adrift of the pace-setting lap.

"I first got a taster of the bike at the back end of 2019, which was nice to get out before Christmas," reflected Iddon. "Then the actual start of pre-season, to be honest was a bit of a worrying period for me really because I certainly didn't gel with the bike straight away, like I thought I would.

"We had the test in Monteblanco and Jerez and at neither of those tracks did I excel, so I was a little bit concerned but it does tend to be typically me – I never seem to go well in Spanish testing. I have put in the odd fast lap but never fulfilled or shown the promise that I have shown during the season.

"Then everything got stopped and the next test was Donington with everyone and I was definitely concerned after there because I left in 18th place out of the 26 riders and it wasn't what I expected moving to the bike that had gone 1-2-3 in the championship the year before. During testing it was a difficult time for me to understand the bike and get used to it."

Not to be fazed by testing, Iddon kept his focus ahead of the season opener at Donington Park, where he scored a pair of fourth places and an eighth to give him the boost he needed after testing.



“ I am a lot calmer once I get into a race situation and it's strange as I ride so much better in a race ”



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“ We were not going to roll over and let them have it! ”

“The first event was what I needed,” said Iddon. “Like I have said and I have had it happen before. I had it happen many years ago in Supermoto where I did an Italian Championship race one week prior to the first round of the World Championship, at the same track and in the national race. I think I struggled to score points and then the following week I went out and won the Grand Prix, so for some reason my mind-set changes a lot when I have to go out and do what is required, so I was kind of banking on that happening.”

“We arrived at Donington for the first round of BSB and I was still struggling; I qualified in eleventh with nothing left to give, so I sat on the grid for the first race and I had given all the assurances that everything was going to come right, and Paul [Bird] had totally faith in me to be fair. I sat there on row four hoping that it would come to me.”

“We started the race and for the first time in the whole of 2020, it was the first time I had felt comfortable. I am a lot calmer once I get into a race situation and it’s strange as I ride so much better in a race. And it isn’t through the lack of trying in practice, testing and qualifying, it’s just for some reason something in me changes and all of a sudden I just feel calm.”

“I got a good start and finished the race just off the podium so that was definitely the boost that I needed

just to realise that now we had a stable platform and I was going to ride the bike how it needed to be ridden.

“The only shame of it was really, that because I hadn’t been on the pace required beforehand, a lot of the testing period I wasn’t able to give the feedback that was required so really our season did start at round one. I was a new rider on a new bike with a new crew chief so we had a lot to learn from there onwards really.”

The season was then on an upward trajectory as Snetterton became the circuit where Iddon finally claimed a first race win in the Superbike class and with another podium finish in race three, he was clearly feeling more at home on the VisionTrack Ducati.

“At Donington even though I went well in the races, I thought I had to be around people to be quick,” reflected Iddon. “And then we arrived at Snetterton and I didn’t need to be around anyone, I was able to find my own place on the track and do everything alone. That was a big step forward again.”

BENNETTS BSB 2020 SEASON REVIEW: CHRISTIAN IDDON

"In all honesty I struggled with the bike at Snetterton; it performed badly in certain corners, but because of the nature of the track it performed exceptionally well in other corners and that was good.

"To be fair the circuits were a big factor on my season; a certain style of corner didn't suit myself and our set up, whereas at places where we had to brake hard we had our bike set up so it was absolutely incredible on the brakes and I could turn it and set off again. Anything that flowed was more difficult, so Silverstone and Brands Hatch were a big struggle, but the other places where I could stop and turn it, and go, i.e. Donington GP, Snetterton, Oulton Park - those tracks suited our set up and how I could ride it.

"That's how the season played out and the way I have the bike is different to Josh's and as much as we wanted to try what Josh was running, the way BSB weekends were with the one less free practice session, made it all but impossible to do that and find a feeling.

"There was nothing to stop us throwing that setting in and at times we did, but to be able to do that and to go into it straight away was all but impossible - before you knew it you were into qualifying and then you reverted back to what you knew and I think in the end that hurt us. That is hopefully something we can build and learn on going forward."

Silverstone was a tough weekend for the Iddon, scoring 20-points combined from the three races; however, he got his title hopes back on track at his home round of Oulton Park with a trio of second place finishes, which fired him to within 12-points of the championship lead and straight back into title contention.

Looking back on Oulton Park, Iddon added, "The first race I was surprised by the braking capability of the bike because it was the first time I had been around other people during that weekend in the race. I was overtaking people - I could just stop the thing for fun and it was a big advantage for me to do that at a track like Oulton, where the braking zones are the way they are. It was almost too easy to pass people on the brakes!"

"I got mugged in the first race by Jason [O'Halloran], who was riding very well and the second race was very difficult as I had followed him for pretty much the whole race, but because our bikes are so different, we were so much faster

and so much slower than each other in different parts of the track. It made it difficult and that was a hard race, but I still managed to get second.

"The last one was the most disappointing really as I felt I had a lot more pace than Josh, and I was more than happy that I had a move lined up for him, but I made a mess of Hizzys with three laps to go.

"I then immediately went around turn one a gear too high, so instead of attacking Josh, I was defending against Jason and Lee Bob, but I was frustrated as instead of attacking I was having to defend, in a race where I thought I had more than enough capability. I was just sat there and comfortable but I made a bit of a mess of it. But it was three podiums, then we went to Donington and then I had another second so I had four second places on the bounce, which took me to the top of the championship table.

"That run of form put us back in the fight for the championship because after Silverstone it had obviously gone away pretty badly, so it was good to hit that run of form and show we were not going to roll over and let them have it!"

Iddon then came off a solid weekend at Donington Park, with a second, fourth and a sixth place finish which put him second in the overall standings heading into the final round. Iddon was in the title fight for the first time and was just 16-points adrift of his championship-leading teammate Josh Brookes.

Nobody could have predicted how dramatic the first race on the Grand Prix circuit would be and the Saturday opener delivered a high-intensity showdown between the title contenders, with Iddon finishing second in the most fiercely fought race of the season.

"Brands Hatch - that first race was definitely the best race I have ever been involved in, during my short circuit career," added Iddon.

"I have never known a Superbike race to be like that. You would line up a pass and instead of making it, you would have two people come passed you! And it would be different people every time - it was just incredible!"

"It was a false race because it was only like that because of the pace dropping by the leader at the time and then the minute the leader could hold it, it spread out, but that only happened with three laps to go.



"Brands Hatch - that first race was definitely the best race I have ever been involved in, during my short circuit career. I have never known a Superbike race to be like that"





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“ I think we can be proud with what we achieved ”



“It was just a huge freight train that involved a lot of people who shouldn't have been there, but they were there and they were making the moves! Everyone had the same opportunity and was battling hard; you always get that at the last round where everyone wants to show what they have got so it was an insane race, it really was.

“Because the pace wasn't quite fast enough, it was about a second off what it should have been at that stage of the race, it allowed some moves where you wouldn't always be able to make them! So it was an amazing race to be in and it was also good because everything I was involved in – both give and take – was not only good racing, it was hard but fair and that is always appreciated so that was cool.”

Ending the season with his strongest results to date with third place in the championship, and a further seven podium finishes, Iddon now looks ahead to 2021 and building on this year's performances.

“It is good to be disappointed when you have just had your strongest season I suppose, that is a nice thing to be,” added Iddon.

“I think I was more disappointed with the fact that on the Sunday I went in with every chance and nine points down on the championship lead, which put simply, if you win both races then you become the champion. That was absolutely my goal.

“We had a slight technical issue in the first race, which was frustrating but I knew even without that, I didn't have the pace to go with the other guys and I think that was the

biggest frustration for me. That we were there and in the moment, and you know it is just not there and that is really hard to take. I did the races, every lap as fast as I could go, and it wasn't enough and that is a horrible feeling.

“Everything you work for boiled down to that day and when it isn't good enough it hurts. That hurt me that day, but it is one of those things, you take it on the chin, we got beat fair and square, maybe we didn't have the setup that was required, maybe I wasn't able to do what was required, maybe it was the combination of those things, but the others beat us.

“This disappointment probably wasn't being third in the championship. I said to the boys before the weekend, that there were five of us in the title fight and I don't care if we finish second or fifth, the whole point is to be first.

“So to be third was a strong finish, even for PBM. I know they had just come off their best ever championship [in 2019] with a million wins and one-two in the championship, but I think one-three is also a strong finish in the championship and one of their strongest seasons and so I think we can be proud with what we achieved.

“I was a new rider to the team, everyone can use the excuse of it not being a normal season but it wasn't a normal season, and that lack of a bit of track time, I do think we could have refined some areas but we stuck with what we knew worked and I was comfortable with.

“As we progressed we did refine things and did a pretty good job with eight podiums, won a race, scored in every race.”

SKINNER SEIZES THE QUATTRO GROUP BRITISH SUPERSPORT CHAMPIONSHIP IN DOMINANT STYLE

Scotland's Rory Skinner claimed an incredible title victory in the 2020 Quattro Group British Supersport Championship, scoring an impressive ten race wins and a second place to seal the title ahead of his move into the Superbike class in 2021.

Skinner and the Tysers Yamaha team began the season in impressive style; winning the opening race of the season with a commanding victory over James Westmoreland and Bradley Perie, as teammate Brad Jones just missed out on the podium. Race two on the National circuit was a repeat performance in the podium line-up, as Skinner stole the initial march on his rivals.

The Championship then reached Snetterton and Skinner again was victorious; holding off Harry Truelove by 0.189s at the chequered flag, as Lee Johnston claimed his first podium finish of the season with a third place finish. The second race in Norfolk again went the way of Skinner as he completed another double win with Perie back on

the podium again, with Johnston securing another third place finish.

Skinner's dominance continued at Silverstone as he once again claimed victory in the Sprint race ahead of Johnston and teammate Jones, which he followed up in the Feature race with another win ahead of Jones and Truelove, as Jamie Perrin narrowly missed out on the podium.

However, Skinner's run of six wins came to an end in the Sprint race at Oulton Park when he had to settle for second place, as Jones won by 0.055s, with Truelove holding off Johnston for the final spot on the podium. The championship leader though rebounded in the Feature race to return to the top of the podium by 0.303s from Jones and Perie.

Donington Park though went the way of Westmoreland as he became the third different race winner of the

season in wet conditions in the Sprint race ahead of James Rose and Cameron Horseman, as Skinner crashed out in his only DNF of the season. Skinner though sealed the title in the Feature race as he won ahead of Jones and Johnston.

At the season finale Skinner claimed his fourth double win of the season; edging out Ben Currie by 0.206s, as he became the eighth different podium finisher, with Jones completing the podium. In the Feature race, the new champion held off Perie and Jones in the final race of 2020.

CHAMPIONSHIP POINTS (TOP 3)

1. RORY SKINNER (TYSERS YAMAHA)	270 PTS
2. Brad Jones (Tysers Yamaha)	174 pts
3. James Westmoreland (Gearlink Kawasaki)	152 pts

RORY SKINNER – QUATTRO GROUP BRITISH SUPERSPORT CHAMPION



"This year has been awesome. I'm really happy with how it went and the fact we managed to get a season this year! I went into each round this season reset and ready to go again, I never really thought about the championship, as I wanted to focus on it race by race. I really can't thank the Appleyard Macadam team enough for giving me an awesome package all season. The support they gave me was amazing.

"I don't actually think I have a favourite race this year - every race was great in its own way. If I had to pick one, it would have to be race two at Donington Park when I wrapped up the championship. The feeling crossing the line seeing the team hanging over pit wall with the number one board was amazing. Doing it with a win was even better.

"It was great to wrap up the championship before Brands Hatch as it meant I could go into the weekend completely relaxed and just being able to enjoy it. I have really enjoyed this season as a whole and loved racing in the BSB paddock; it was just a shame that we couldn't have the fans there at the trackside."



**MASON LAW –
QUATTRO GROUP
BRITISH GP2 CHAMPION**



In the Quattro Group British GP2 Championship Mason Law secured the title after claiming four race wins and a further three podium finishes, holding off the challenges from Jack Scott and Tom Oliver ■

CHAMPIONSHIP POINTS (TOP 3)

1. MASON LAW (SPIRIT MOTO CORSA)	190 PTS
2. Jack Scott (J J Racing)	168 pts
3. Tom Oliver (Nova Go Racing)	163 pts



"It has been a big challenge this year. We had no previous data to go by and a testing programme scrapped due to the pandemic, which meant we had to be very resourceful at the race weekends.

From FP1 to Sunday's Feature Race the push to better the bike never stopped. It took countless days of head scratching trying to pull the new prototype together to make it race ready and then race-winning material.

"I saw the weekend as a matter of six boxes. From FP1 through all of the sessions including warm-up and finally Sunday's Feature Race. It was simply a case of ticking boxes and this helped me keep focused and kept my mind free from distractions and my job was to wrap up the title at Brands Hatch.

"The highlight? I would have to say the final round, Saturday's Sprint Race, to have won by 0.026 of a second across the line. And the phone call to my sponsors to tell them we got the job done!"



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BOURNE SUPREMACY IN 2020 HONDA BRITISH TALENT CUP

The 2020 Honda British Talent Cup went down to the wire at the championship finale at Brands Hatch in an incredible season where four riders claimed victories and a further three celebrated podium finishes, and Franco Bourne emerged as the title winner.

The opening round of the Cup at Donington Park saw Casey O’Gorman claim the first race win of 2020 as he held off the challenges from Bourne and Charlie Farrer as the dynamic opener kicked off the season with 0.735s covering the podium finishers at the chequered flag.

The second race was equally close, just 0.125s was the margin that Bourne claimed his first victory of his 2020 campaign, to head off Harvey Claridge and Bailey Stuart-

Campbell, showing it was going to be a fiercely-fought battle for title glory.

The Honda British Talent Cup then moved onto Snetterton for the next two races of the season and Bourne was back on top in the opening race, winning from Eddie O’Shea and Farrer, who added another third place finish to his tally.

Race two though was a different story as O’Gorman bounced back from a non-points score in race one to celebrate victory in the closest finish of the season – 0.002s was his lead at the line with O’Shea and Claridge holding off Farrer for the top three places. The last lap was dramatic as Bourne crashed out, causing a red flag

on the final lap, which cut his lead at the top of the standings.

Bourne had the advantage moving into Silverstone, but a fourth place dropped him out of the lead in the championship as Farrer took his first win of 2020 by just 0.021s from Claridge as O’Shea completed the podium finishers. However in race two O’Gorman struck back to win from O’Shea, who then edged ahead in the title race, and Farrer as Bourne secured fifth place.

The series reached the penultimate round at Donington Park and Claridge was the fourth different winner of the

season in the opening race by just 0.118s as he fended off the challenges from O’Shea and Farrer as less than a second covered the podium finishers. The second place finish extended O’Shea’s advantage in the standings as Bourne took fifth place for the second consecutive race.

The second race was a five-way scrap for the win, with contenders separated by just 0.773s at the chequered flag, but it was Farrer who took his second win of the season ahead of Evan Belford, who became a podium finisher for

the first time, and O’Gorman with O’Shea and Bourne just missing out on the top three. It also meant that O’Shea

Farrer took his first win of 2020 by just 0.021s from Claridge



FRANCO BOURNE – HONDA BRITISH TALENT CUP CHAMPION



only had a four-point advantage ahead of the final races of 2020.

Bourne won the opening race of the weekend at Brands Hatch from Farrer and Belford as Farrer moved to the top of the standings by just three-points, with only six-points covering the top three – O’Shea and Bourne, so it was all to play for in the final race, which would decide the title.

Bourne made it a double celebration to end the season, winning the final race of 2020 as Farrer and O’Shea failed to score a single point, with Farrer an unlucky victim when O’Gorman high-sided ahead of him at Graham Hill Bend, and unable to take evasive action. That gave Bourne a 19-point advantage from Farrer in the final standings ■

CHAMPIONSHIP POINTS (TOP 3)

1. FRANCO BOURNE (FRANCO BOURNE RACING/SP125 RACING)	166 PTS
2. Charlie Farrer (Victoria House Racing Academy/Mortimer Racing)	147 pts
3. Eddie O’Shea (WAM)	144 pts

“In 2019 I came third in the Hel Motostar Championship so when the opportunity to ride in the Honda British Talent Cup came along it was perfect. After testing at Jerez in Spain, it was apparent that the standard was going to be very high and all the races proved to be very challenging.

“I think the biggest lesson for me was to realise ‘never give up’. Going into the last race there were three of us in contention for the Championship, which I think helped me give it my all until the end. I decided not to focus too much on the Championship but to focus on the race in hand.

“It was absolutely wonderful to win both races and take the Championship. It was the best racing weekend ever and the best season – I loved every second. My favourite race has to be the second race at the opening round, when I won the race on the last lap. I want to thank Dorna and BSB for organising a great championship in very difficult times.”

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ROUSING PERFORMANCE FROM CHRISSEY TO WIN 2020 TITLE BATTLE AT SEASON FINALE

Chrissy Rouse was crowned the 2020 Pirelli National Superstock 1000 champion at the Brands Hatch season finale as the title fight went down to the wire between him and fierce title rival Tom Neave following a season-long duel for the victory. An intense season saw six different race winners and a further four podium finishers from the ten races.

The opening weekend was a dream start for Tom Neave as he won on the debut with the all-new CBR1000RR-R Fireblade SP, holding the advantage over Damon Rees, who scored a podium on his debut, with Danny Kent completing the podium.

Rouse hit back in the second race of the weekend, to claim his

first victory of the season for the Crowe Performance team, with just 0.279s covering him and Billy McConnell with Rees back inside the top three.

An incredibly close battle ensued between Rouse and Tom Neave in the race at Snetterton; the pair were separated by just 0.094s at the chequered flag with McConnell just a further 0.3s adrift in a closely-fought contest.

Tom Neave held the advantage in the standings as the championship fight reached Silverstone; adding to his winning tally in the opening race on the National circuit ahead of Rouse and Kent. However, it was his brother Tim who claimed his first victory in race two, as the brothers

shared the podium, and were split by title rival Rouse in second place.

Tom Neave left Silverstone with a six-point advantage in the standings, but Lewis Rollo added his name to the 2020 race winners' list in the opening race at Oulton Park. He claimed a commanding victory over Rouse and Brayden Elliott as Tom Neave lost the standings lead to Rouse after a tenth place finish.

In the second race at Cheshire, Rouse returned to winning ways for the first time since the season opener, holding off Rollo and Fraser Rodgers, as Tom Neave again finished in tenth

place, to drop to a 27-point deficit in the standings to the championship leader.

McConnell though was the victor in the opening race at Donington Park, holding off Rollo by 0.220s to become the fourth different race winner with Tom Neave back on the podium in third place as Rouse scored a fifth place finish.

Tom Neave got his title fight back on track in the second race with his fourth victory of the season; edging out Kent by 0.097s as Tim Neave completed the podium line-up. Rouse was again fifth, meaning he had his advantage in

An intense season saw six different race winners and a further four podium finishers from the ten races.



**CHRISSY ROUSE -
PIRELLI NATIONAL
SUPERSTOCK 1000 CHAMPION**



the standings cut to just ten points ahead of the final race of the season at Brands Hatch.

The season finale though ended in dramatic style for Tom Neave; a crash on the exit of Druids on the opening lap ended his hopes of pushing Rouse all the way to the finish line. Whilst Kent became the sixth different race winner of the season ahead of Dan Linfoot, Rouse was able to seal the title with a third place finish on the Grand Prix circuit ■

CHAMPIONSHIP POINTS (TOP 3)

1. CHRISSY ROUSE (CROWE PERFORMANCE BMW)	181 PTS
2. Tom Neave (Honda Racing)	155 pts
3. Lewis Rollo (IN Competition Aprilia)	130 pts



"It was a huge combined effort to get on the grid this season and also a big risk for me, but I'm so pleased I went for it and so grateful to Crowe Performance along with everyone who clubbed together to get me out there. It absolutely made the win even more special, because we nearly didn't race at all!"

"I think the highlight of the season for me was race two at Silverstone. We had an emergency engine swap after warm up that morning; we had a mechanical issue during the race, but managed to get a second place beating my championship rival Tom. I felt at the time that was going to be a pivotal race in the title battle and it certainly was! It was also really special to be on the podium with both Neave brothers, which was also Tim's first win in the class."

"Going into the final round I was very relaxed and focussed. I had the mind-set that I'd had a fabulous season so far, so I was going to treat the weekend exactly the same as any other and if that resulted in the championship win, then it would be the icing on the cake. It was a nice cushion to have a 10-point advantage, but I was very aware that anything could have happened so I had to be on my A Game."

"It was an amazing feeling to win the championship - it is a culmination of a lot of hard work, dedication, risk, not making mistakes and of course you have to carry your luck! I was so happy for my full team and everyone involved."



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LUXTON LEADS THE WAY IN 2020 SUPERSTOCK 600 SEASON

Ben Luxton claimed the title glory in the 2020 Pirelli National Superstock 600 Championship, scoring an impressive five victories and a further podium position from the eight races to win the battle in the standings by 44 points.

Luxton signalled his intentions at the opening round of the season when he won the first race of 2020 at Donington Park, fending off Caolan Irwin and Zak Corderoy to hold the early advantage in the standings.

It was an early indication of what was to follow as Luxton won again next time out at Snetterton with Corderoy moving into second place ahead of Rhys Irwin who added his name to the 2020 podium finishers in Norfolk.

However, Luxton's winning momentum was halted when the Championship reached Silverstone as Rhys Irwin claimed the race victory in a closely fought battle as the top five riders were covered by just 0.839s – Dan Brooks and Liam Delves completed the podium. Luxton was forced to settle for fourth, just ahead of Aaron Silvester.

As the season reached Oulton Park, Luxton was back on the quest for another victory and he returned to winning ways by just 0.233s in the opening clash at Oulton Park. The championship leader held off the opposition as Corderoy and Caolan Irwin completed the podium.

The second race in Cheshire again went the way of Luxton as he added to his winning tally ahead of Corderoy, who

doubled up on second place finishes, with Caolan Irwin holding off Rhys Irwin for the final spot on the podium as the championship moved on to the penultimate round.

At Donington Park though, Rhys Irwin was back on top as he claimed his second win of the season, edging a 0.850s advantage over Jack Nixon, who became another new podium finisher in 2020, with Luxton claiming third place with just two races remaining.

Luxton was crowned champion after the penultimate race of the season; sealing the title with his fifth win of

the season, but only by the narrowest of margins. 0.023s separated him from TJ Toms at the finish line, who became the eighth different podium finisher of the season. Caolan Irwin meanwhile completed the podium in third place.

Luxton signalled his intentions at the opening round of the season when he won the first race of 2020 at Donington Park

Rhys Irwin though sealed his second place in the standings and claimed his third victory of the season in the finale on the Grand Prix circuit as just 0.537s covered the top five riders at the chequered flag. Caolan Irwin was second ahead of Tom and Delves

with Luxton completing his title-winning campaign in fifth place ■



**BEN LUXTON –
PIRELLI NATIONAL
SUPERSTOCK 600 CHAMPION**



"2020 was an amazing year for me and the JR Performance team with many highlights. I think my stand out was at the second event of the season at Snetterton. After a big crash in practice, JR Performance built a new bike from scratch, and then to reward the team with the race win was incredible after a tough weekend.

"The best memory of the season though was taking the double win at Oulton Park – that was great. It is one of my favourite tracks and my home round.

"The feeling of winning the championship was absolutely incredible! Not to only win the championship with one race in hand but to win the race outright also felt amazing and could not have been better, that is a memory that will last!"

CHAMPIONSHIP POINTS (TOP 3)

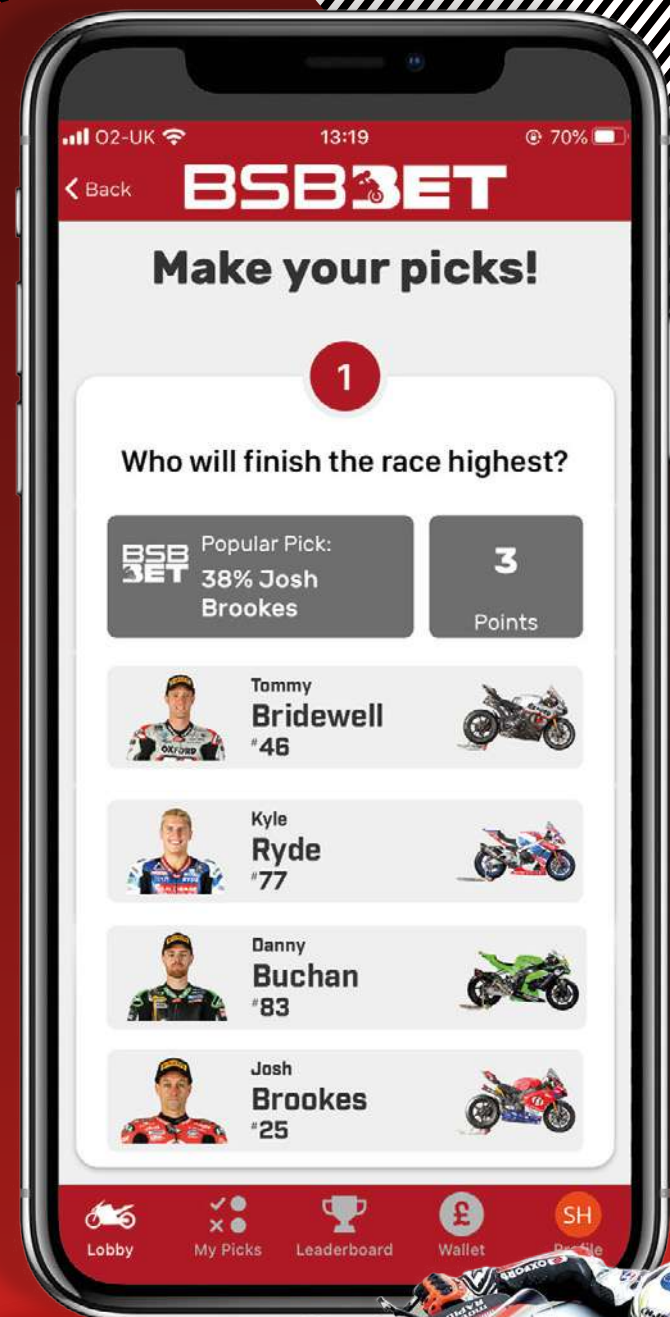
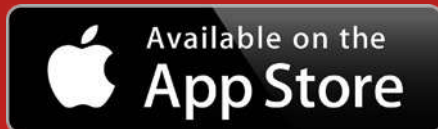
1. **BEN LUXTON** (JR PERFORMANCE RACING KAWASAKI) 165 PTS
2. Rhys Irwin (Irwin Racing/Mondello Park Yamaha) 121 pts
3. Zak Corderoy (Zak Corderoy Racing Kawasaki) 108 pts



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JENNER CELEBRATES TITLE VICTORY IN HECTIC JUNIOR SUPERSPORT SEASON

The HEL Performance British Junior Supersport Championship produced some incredible action throughout the ten race season, producing five different race winners and a further nine podium finishers, but after the final race at Donington Park, Owen Jenner emerged as champion.

The season began strongly for Jenner as he won the opening race at Donington Park from Seth Crump and Adon Davie, in a closely fought battle for the win. Jenner

The HEL Performance British Junior Supersport Championship produced some incredible action throughout the ten race season

then made it a double for the Affinity Sports Academy Kawasaki team ahead of Brody Crockford and Crump, with the trio separated by just 0.666s at the finish line.

Snetterton produced one of the most incredible races of the 2020 season as Jenner scored victory in a five-way fight for the win as just 0.925s covered Jenner, Crump, Ash Barnes, Crockford and Cameron Dawson.

However heavy rain for the second race in Norfolk caught out many of the leading

contenders as Joseph Thomas claimed his first win in the tricky conditions ahead of Jenner and Lynden Leatherhead in a real battle of attrition.

At Silverstone Osian Jones became a first-time winner in the championship; emerging ahead after a five-way fight for victory to fend off Dawson, Zak Shelton, Crump and Jenner. Series leader Jenner responded though in the second race to return to winning ways by just 0.050s ahead of James McManus and Crockford.

Crockford bounced back at Oulton Park to win his first race of the season as he held off Crump and Andrew Smyth, before Jenner was back on winning form in the second race in Cheshire ahead of Crump and Dawson as the rivalry continued to rage between the young pretenders.

OWEN JENNER – HEL PERFORMANCE BRITISH JUNIOR SUPERSPORT CHAMPION



"I enjoyed this season a lot because I came into it really confident. I knew what I was able to do so doing the double at Donington started it off in the best way for me, although my favourite race has to be the second race at Oulton where I ended up with nearly a 4-second lead with three laps to go. This gave me a lot more confidence.

"When you're all fighting for the championship, no one takes any prisoners and if there is a gap they will go for it! This meant that in every race you would have to push so much to keep them behind you.

"I came into the last round very calm because getting stressed just makes you ride worse. I wasn't pushing in practice and qualifying and still came out quite high up, so I felt very chilled out.

"As the race started I got in my zone and just wanted to finish the race because the conditions were horrible. These bikes don't give you any warning before you crash so when the rear came around on me it felt like an eternity.

"I just had my head in my hands. Then when I turned around I saw someone down about 100m on from where I crashed and it looked like my championship rival, it was pure luck. I made the marshals find out who it was because I knew I might have just become British champion! As I was getting a lift back to the paddock I had a few tears because it's been a dream for so many years but it felt so good to be on top.

"I think the highlight moment was the final race, and I came back to everyone in championship-winning t-shirts, but my gold leathers were what made it special for me; getting five wins in such a competitive class comes close though!



However, with a 36-point advantage heading into the final two races of the season, Jenner had the upper hand in the standings. It was Taz Taylor though who added his name to the 2020 winners' list as he claimed a commanding victory ahead of Davie and Lewis Jones as Jenner and Crump failed to score points, meaning Jenner was champion.

The season ended with victory for Crockford as he celebrated his second victory of his campaign ahead of newly-crowned champion Jenner and Leatherhead, who completed the final podium line-up of 2020 ■



CHAMPIONSHIP POINTS (TOP 3)

1. OWEN JENNER (AFFINITY SPORTS ACADEMY KAWASAKI)	176 PTS
2. Seth Crump (MSS Performance Kawasaki)	131 pts
3. Brody Crockford (Crescent Yamaha)	116 pts



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DAY DOES IT AGAIN TO RETAIN HIS CHAMPIONSHIP CROWN

Josh Day retained the number one plate in the Ducati TriOptions Cup, winning the title for a second consecutive season by seven points from Levi Day after sealing five race victories and a further four second place finishes.

The opening race of the season saw Josh Day get his title defence off to the best possible start with victory from Levi Day and Elliot Pinson, as the reigning Junior Supersport champion claimed a third place finish on his debut in the series.

Josh Day maintained his winning momentum in race two to edge an advantage over Pinson, who bagged a second podium finish in the opening weekend with Craig Neve

completing the podium line up as Levi Day finished in 12th place which dented his opening round points haul. As the championship moved on to Snetterton Josh Day continued his winning form, despite the best efforts from Levi Day and Pinson as they bid to end his consecutive victories in the title chase.

There was nothing that could be done to halt Josh Day's winning ways and he was back on the top step of the podium in race two at Snetterton, with Levi Day scoring important points in second place as Ed Best added his name to the list of rostrum finishers in 2020.

At Silverstone, Josh Day was able to continue his impressive momentum by winning the opening race of

the season but only just, as 0.068s separated him and Levi Day at the finish line as Best was back on the podium in third place.

However, Josh Day's run of five race victories ended in race two as Levi Day was able to claim his first win of the season in the second race, as David Shoubridge added his name to the 2020 podium finishers list with a strong third place.

Levi Day was then building, and he went on to take the victory in the opening race at Oulton Park, holding off Josh

Josh Day retained the number one plate in the Ducati TriOptions Cup, winning the title for a second consecutive season

Day by 0.760s as Shoubridge was again in the top three. It was a double dose of wins for Levi Day in Cheshire and he was slowly reducing the advantage but he was running out of time with 26-points between the pair going into the final round.

Levi Day though fought all the way to the finish; he won the opening race at Brands Hatch, to again reduced the points advantage to 21, but it wasn't going to be enough as Josh Day claimed second place ahead of Pinson.



**JOSH DAY –
DUCATI TRIOPTIONS CUP
CHAMPION**



Despite Levi Day making it five victories in a row, by just 0.308s from Pinson and Craig Neve completing the podium, Josh Day was able to claim title glory by just seven points with a fifth place finish in the final race of the season ■

CHAMPIONSHIP POINTS (TOP 3)

1. BEN LUXTON (JR PERFORMANCE RACING KAWASAKI)	165 PTS
2. Rhys Irwin (Irwin Racing/Mondello Park Yamaha)	121 pts
3. Zak Corderoy (Zak Corderoy Racing Kawasaki)	108 pts

"It's brilliant. We've had a mega year, been real strong and pretty much the pace setter at every round in my eyes. When I'm out at front we're on the lap record pace and when other people are out at front, we're half a second, a second off. I feel really good, really confident."

The new bike's good. The old bike is still good, but the new bike is brilliant. It's a serious championship so to win it two years in a row is mega. All my team have done a great job and Moto Rapido are prepping our bike. They do a good job of making it turn up like it's brand new every week. Big thanks to them, and to all my personal sponsors and Host-it.co.uk. Fingers crossed we'll be back next year."



New Ducati Panigale V2
The Red Essence.

REPRESENTATIVE EXAMPLE PCP **£149.00 per month**
Based on an annual mileage of 4,000. Plus deposit and optional final repayment

† Included in Optional Final Repayment.

Cash Price	£15,141.00	36 Monthly Repayments of	£149.00
Deposit	£3,715.02	Optional Final Repayment	£8,272.00
Total Amount of Credit	£11,425.98	Total Amount Payable	£17,351.02
Agreement Duration	37 Months	Interest Rate (Fixed)	7.22%
Purchase Fee†	£10.00	Representative APR	7.5% APR

Book an appointment with your local Ducati Dealer to take a test ride

Credit is subject to status and is only available to UK residents aged 18 and over. This finance offer is only available through Ducati Finance which is a trading style of Black Horse Ltd, St. William House, Tresillian Terrace, Cardiff CF10 5BH. Finance offer ends 31st December 2020. The Cash Price shown above includes 1st registration fee and road fund licence. With TriOptions Personal Contract Purchase (PCP) you have the option after you have paid all of the regular monthly repayments to: (1) Return the motorcycle and not pay the Optional Final Repayment. In this example if the motorcycle has exceeded 12,333 miles, a charge of 7.2p (including VAT at 20%) will apply per excess mile. If the motorcycle is in good condition (fair wear and tear accepted) and has not exceeded 12,333 miles you will have nothing further to pay. (2) Pay the Optional Final Repayment to own the motorcycle or (3) Part exchange the motorcycle subject to settlement of your existing finance agreement; new finance agreements are subject to status. Figures are correct at time of print and can be subject to change.



2021 TEST TOUR CALENDAR

**All dates are provisional and subject to change*

SNETTERTON

TEST TOUR 1

EASTER WEEKEND
2/3/4 APRIL



SILVERSTONE (NAT.)

TEST TOUR 2

WEDNESDAY 7 APRIL
THURSDAY 8 APRIL



DONINGTON PARK (NAT.)

TEST TOUR 3

TUESDAY 13 APRIL



OULTON PARK (INT.)

TEST TOUR 4

THURSDAY 22 APRIL



DONINGTON PARK (GP.)

TEST TOUR 5

THURSDAY 20 MAY



OULTON PARK (INT.)

ROUND 1

1 - 3 MAY

2021



THRUXTON

ROUND 2

4-6 JUNE

2021



SNETTERTON

ROUND 3

18 - 20 JUNE

2021



KNOCKHILL

ROUND 4

9 - 11 JULY

2021



BRANDS HATCH (GP.)

ROUND 5

23 - 25 JULY

2021



DONINGTON PARK (NAT.)

ROUND 6

6 - 8 AUGUST

2021



2021

RACE EVENT CALENDAR

**All dates are provisional and subject to change*

CADWELL PARK

ROUND 7

20 - 22 AUGUST

2021



SILVERSTONE (NAT.)

ROUND 8

10 - 12 SEPTEMBER

2021



OULTON PARK (INT.)

ROUND 9

17 - 19 SEPTEMBER

2021



DONINGTON PARK (GP.)

ROUND 10

1 - 3 OCTOBER

2021



BRANDS HATCH (GP.)

ROUND 11

15 - 17 OCTOBER

2021



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2021 PROVISIONAL ENTRY LIST

The following have announced or lodged advice of intention to participate as of 21/12/2020

BUILDBASE HAWK RACING

TBA
TBA

CDH RACING KAWASAKI

65 JOSH OWENS

DB RACE TEAM KAWASAKI

12 LUKE MOSSEY

FHO RACING BMW

60 PETER HICKMAN
6 XAVI FORÉS

FS-3 KAWASAKI

69 RORY SKINNER
14 LEE JACKSON

GR MOTORSPORT KAWASAKI

79 STORM STACEY

HONDA RACING

TBA
TBA

MCAMS YAMAHA

22 JASON O'HALLORAN
95 TARRAN MACKENZIE

NP MOTORCYCLES LEXTEK BMW

8 LACHLAN EPIS

OMG RACING BMW

77 KYLE RYDE
20 BRADLEY RAY

POWERSLIDE/CATFOSS SUZUKI

27 BJORN ESTMENT

OXFORD PRODUCTS RACING DUCATI

46 TOMMY BRIDEWELL

PR RACING BMW

40 JOE FRANCIS
20 BRAD JONES

RAF REGULAR & RESERVES KAWASAKI

TBA

ROADHOUSE MACAU BY FHO RACING BMW

11 BRIAN MCCORMACK

SILICONE ENGINEERING KAWASAKI

5 DEAN HARRISON

SYNETIQ BMW MOTORRAD

18 ANDREW IRWIN
83 DANNY BUCHHAN

TAG RACING HONDA

4 DAN LINFOOT

TEAM 64 MOTORSPORTS KAWASAKI

TBA

VISIONTRACK PBM DUCATI

1 JOSH BROOKES
21 CHRISTIAN IDDON

HRP

TBA

NEW BENNETTS BRITISH SUPERBIKE CHAMPIONSHIP FORMAT REVEALED AHEAD OF 25TH ANNIVERSARY SEASON

Bennetts British Superbike Championship promoter MSVR has revealed several changes ahead of a 2021 series of eleven events, setting the stage for an intense 33-race thriller at circuits across the UK.

Following the positive reaction to the triple-header events during 2020, all eleven events next year will feature a three race format for Bennetts BSB, bringing more action into a championship season than ever before in the series' history. A fitting way to celebrate the 25th Anniversary of the relaunch of the Championship by the Motorcycle Circuit Racing Control Board in 1996.

EVENT PROGRAMME

The event programme will also take on a new format, with the opening day of the event returning to two free practice sessions for the BSB class. The fastest 12 riders overall will be seeded directly to the Day 2 Qualifying 2 (Q2) session.

The second day of action will begin with a third, shorter Bennetts BSB free practice session in the morning, followed by Qualifying 1 (Q1), where the fastest three riders will progress through to the Q2 session to join the 12 pre-qualifiers from the opening day in the final fight for the pole position for the opening Bennetts BSB race.

Later in the afternoon on Day 2, the first Bennetts BSB race will blast off, designated as the Sprint Race. The third and final day of competition will feature a morning warm up and the second and third Superbike races of the weekend.



THE SHOWDOWN

As the regular length season returns, the established Showdown format will apply, with some changes for 2021:

The Main Season will now consist of 8 events and 24 races.

Points will awarded to the first 15 finishers using the regular format of 25-20-16-13-11-10-9-8-7-6-5-4-3-2-1.

After the 24th race, the top eight riders in the championship standings will graduate as Title Fighters and be elevated to 1000 points together with any Podium Points accrued in the Main Season. Podium Points will be awarded for each main season race as follows: 1st - 5 points, 2nd - 3 points, 3rd - 1 point.

For the remaining 3 events, 9 races, points will awarded to the first 15 finishers using the regular format of 25-20-16-13-11-10-9-8-7-6-5-4-3-2-1.

The BSB Riders Cup will continue to be awarded to the first rider outside of the Title Fighters in the final standings



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*Competition ends on December 31st 2020. Full terms and conditions can be found by visiting <https://www.bennetts.co.uk/win hondasp1>

