

GSX-R1000 [K5] SUZUKI



Bruce led the North West 200 Superstock race in wet but drying conditions and with a 19-second lead, looked odds-on favourite to add to his growing international road racing tally. The team's strategy of using wet tyres on a drying track worked initially, but the pace that Bruce produced in the conditions wasn't expected, and inadvertently, just too much to ask from his rear Metzeler tyre. With diminishing grip on a drying track in the closing stages, he had no choice but to settle for second place, after watching Lougher eat into his advantage painstakingly take the lead, then the win over him by just 0.109sec.

Bruce went on to record his second successive Isle of Man TT Superstock race win, but this time, unlike the NW200, Lady Luck was to smile on the Kiwi. Running in second place

to team-mate Adrian Archibald, a second runners-up berth looked likely, but as the TT can, and often does, it offered a cruel hand to Archibald – who ran out of fuel with just a handful of miles to complete, gifting Anstey the victory. It was a bittersweet result for the team who had watched the duo circulate together, with a dream one-two finish on the cards. The victory was humbly accepted by the Kiwi, but that's the TT for you, and a win is a win, regardless of how it comes about. Archibald's consolation was a new lap record of 126.641mph, which possibly added to the thirst of the GSX-R in those final laps.

The season ended with an uncharacteristic crash for Bruce at the Ulster Grand Prix, thankfully without injury or serious damage to the machine.

// SPECIFICATION

- ▶▶ **RIDER:**
Bruce Anstey [NZ]
- ▶▶ **SPECIFICATION:**
Superstock
- ▶▶ **BHP:**
186 [Akrapovič exhaust system]
- ▶▶ **TYRES:**
Pirelli
- ▶▶ **SUSPENSION:**
K-Tech front & Öhlins rear

- ▶▶ **MAIN SPONSORS:**
TAS Racing
Beacon Security
Putoline Oil
- ▶▶ **RESULT HIGHLIGHTS:**
2005 International North West 200 Superstock Race: second
2005 Isle of Man TT Superstock Race: winner



PHILIP NEILL - TEAM PRINCIPAL:

“ In 2005 Bruce was the established front-runner in the class and undoubtedly the man to beat with four international wins already under his belt. The K5 GSX-R was another evolution model and lighter than before, complete with a compact chassis and an increase in BHP. The bike was still typically a GSXR-1000 and although still extremely competitive, set-up was a little more challenging and some of the other manufacturers produced some strong competition.”