

Olie Linsdell Racing



Racing CV



Profile

Name: Oliver Linsdell

Date of birth: 09.11.1987

Lives: Flitwick, Bedfordshire

Hobbies: Racing, fishing, mini moto and modifying my bikes to my own spec.

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Riding History

1992-2002: Amateur Motocross

2003: MRO Superteens & BMCRC Production 125

2004: MRO Superteens, BMCRC Production 125 & MRO SS400

2005: MRO SS400

2006: Virgin Mobile Cup

2007: Triumph Triple Challenge, Manx GP, NW200

2008: Isle of Man TT Races, International Northwest 200, Ulster Grand Prix, Scarborough Gold Cup, Metzeler National Superstock 600 Championship, Selected Classic Races

2008 Season Resumé

Isle of Man TT Races, International Northwest 200, Ulster Grand Prix, Scarborough Gold Cup, Metzeler National Superstock 600 Championship, Selected Classic Races

For 2008 we had a lot of options, mainly due to my road race successes. I felt ready to step back up to the BSB paddock with my experience on the 600 in 2007 and was sure that the new Superstock 600 series could provide another huge leap forward in my riding ability, as well as keeping me sharp for the international road races.

Riding within Team Black Horse Yamaha was a great experience, and having Ian Lougher as a mentor taught me a lot about the commitment needed from a top-class rider.

As always, I worked hard and chipped away throughout the season, finally finding some pace in the last four rounds. By the end of the year I was within the top ten in every session and battling for the podium at Brands Hatch where I was on the pace of the leaders and finished less than a second off that elusive podium.

Not only did my riding come on leaps and bounds over the year, but I also learned to set a bike up and read the signals, translating them into changes needed in a lot more depth than ever before.

There was more success on the roads with another win in the Northwest 200 400 race and a top 15 placing in the Superstock race – my first time on a 1000cc machine.

The TT saw me lap at 120mph on a 600 and finish within the top twenty in the two Supersport races.

A win in the national race at the Ulster GP as a newcomer, smashing Connor Cummin's lap record, marked an end to a very successful real road racing season.

I also added to my versatility as a rider, experiencing a 125 and 250 Honda as well as the Paton to make it 7 bikes in 2008!



2007 Season Resumé

Triumph Triple Challenge, CRMC National 500 Championship, Northwest 200 and Manx Grand Prix

For the 2007 season we took a step back from the British Superbike paddock to try and regain some of the enjoyment in racing.

2007 was a brilliant year. We concentrated our main championship campaign within the CRMC national classic racing championship and came away with the title at our first attempt. There were some amazing races throughout the year, many of which were against some very experienced and fast riders such as Lea Gourlay.

Riding an old machine really brought me back to grass roots and taught me some fundamentals that had perhaps been missed jumping straight onto state-of-the-art, modern machines.

We also expanded upon my road racing experience, again competing at the Northwest 200 on the 400, beating Robert Dunlop and Michael Wilcox to win the race and take away John McGuniness's lap record.

I also made my debut on the Isle of Man and the awesome mountain course, winning the newcomers race by the biggest ever

winning margin, 13 minutes and 36 seconds. I went on to win the Ultra Lightweight race on the 400 and finish 13th overall in the Junior race, taking Best Newcomer award.

"I also made my debut on the Isle of Man, winning the newcomers race..."

When race timings allowed, I was able to compete in the Triumph Triple challenge series, setting pole position in all but one round I competed in and achieving numerous podiums and race victories.



2006 Season Resumé

Virgin Mobile Cup

This was an interesting year to say the least. I learnt so much and had some fantastic times along with the tough periods. Finishing 15th overall, in a highly competitive BSB support environment was tough for me, but with 29 starters, perhaps not as bad as it seemed at first glance.

My riding skills, together with an understanding of what is required to be successful in the motorcycle race world improved enormously, and I ended the season a better all-round rider.

My sponsors got good exposure via the TV coverage and web site regular updates, which was also an important factor for me.

However, after a year of such improvements my thoughts turned to the 2007 season and the excitement was already rising.

I was pleased to confirm that my main sponsors from 2006 were backing me once again, Hanson Building products, Flitwick Motorcycles, Wheeler Electrical and Tuitus Media all confirmed their support once again for 2007.

Without the support of such a great team and sponsor list, I would have been unable to achieve what I did – and I wanted to reward their faith in me in the forthcoming 2007 campaign.

Looking back on 2006, it was probably the worst year we could have jumped into the R6 cup – the series itself was dying, I had just come back from two serious injuries the year before and had never ridden a 600 machine before the first round. We simply did not have the money or infrastructure to test as much as was needed.

Virgin Mobile Cup results 2006

Final championship position: 15th

9th x 5; 11th x 1; 12th x 1; 13th x 1; 14th x 1; 16 x 1; DnFs x 3

Other 2006 race results

2nd x 1 – Croft Classic Race of the Year

4th x 1 – Croft 500 Classic

5th x 1 – Croft 500 Classic

6th x 1 – North West 200, 125/400 Supersport (third 400)

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2005 Season Resumé

MRO SS400

As with the previous year, 2005 saw another leap forward in my riding ability. A front-row start and podium 2nd in the opening round at Brands Hatch made for a perfect start to the year. Although the rest of the season saw me take my first win, six podiums, two pole positions and never had me out of the top eight, it was not to be my year. I was dealt a huge blow at Knockhill when I was taken

out in an accident, breaking my scaphoid and three bones in my hand. They were pinned and thankfully are okay now. This, however, put paid to a title I believe would otherwise have been mine.

I was back for the final round of the season at Brands Hatch, where I promptly grabbed pole position and finished 3rd in the Superpole race, as well as taking the fastest lap.

The second race however resulted in my being knocked off in a start-line incident, and receiving a bad blow to the head from another machine, putting me in hospital.

A final result of 8th in the championship, despite competing in only 50% of the races, was definitely not a true representation of my potential and only added to my desire to prove myself in 2006.

“Right from the beginning of 2004 it was clear that my riding had taken a huge leap forward.”



2004 Season Resumé

MRO Aprilia Dunlop Superteen 125 Championship; BMCRC Production 125 Championship.

Right from the beginning of 2004 it was clear that my riding had taken a huge leap forward. 2004 was arguably the most competitive year of Superteens to date with youngsters including Bradley Smith, Kev Coglan, Danny Webb, John Kenny, Luke Jones and David Paton to name a few. I regularly rode with and beat all of these names in a highly enjoyable year.

Consistency played a great part in my successes and almost every race of the 40 that I competed in saw me finish in 4th, 5th, 6th, or 7th position. Despite missing a round due to the TT (my father Steve Linsdell is well known for his road racing) and GCSE commitments, plus a few mechanical problems, I finished the series in joint 6th.

It was also a year that saw me battling with my size in comparison to the twelve- and thirteen-year-olds, on a bike that was under-powered no matter what we did within the rules, which was frustrating. 2004 also saw a good relationship built with Hanson Building Products, who arrived early in the season with some financial assistance, and their help continues to this day.

A few rides at the end of the season on my father's Yamaha FZR400RRSP at MRO level saw some great results of 5th and 8th. The larger bike obviously suited my frame, and the decision was made to build a new Yamaha 400 and mount a serious title challenge in 2005.

