

# Olie Linsdell Racing



## Racing CV



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### Education and Personal Development.

As a person I have a great desire to succeed in everything that I apply myself to. I'm not the most naturally talented rider in the world, but hard work, determination and a huge drive to be the best rider I can be have lead to some good results and left me hungry for more. I have applied the same principal to my education and chosen career path achieving similar results. I completed my GCSE's at Harlington Upper School with results that included an A\*, three A's, four B's and three C's. Throughout my school career to that point I had always struggled with mathematics. But even at this early age I knew that a good basic understanding of maths would help me massively in my quest to become an engineer. I took on a private maths tutor outside hours, worked hard and walked away with a B grade after being predicted a D.

After my GCSE's racing began taking up more and more time so it was clear that some important decisions needed to be made. I had made the decision to become an Engineer very early, through watching Dad create the most wonderful machines in the small machine shop at home, and then race them all over the world, and I guess that to a certain extent I wanted to be like him. There were two ways to become an engineer. Either A levels and University or a modern apprenticeship followed by a HNC and HND. My racing career was starting to get going but I was under no illusions about how important an education was, so decided to go for A-levels followed by a modern apprenticeship, so that I always had some higher qualification to fall back on if I had made the wrong career decision with Engineering. I considered University but decided against it because I thought it would be very difficult to try and further my racing away from home, I wasn't particularly academic and didn't want to land myself in so much debt so early! I had also done some research in the engineering sector, speaking to managers, and discovered that they would rather take on people who have come through a modern apprenticeship than university because of the work based experience. Graduates would take another year of training to put all the theory in their heads into practice!

I had a difficult few years studying for product design, physics and business studies. Two big accidents in 2005 really hurt the more practical product design grades. Even though I had achieved A's in every piece of coursework and tests, a U grade in the final piece of coursework because of the head injury at Brands Hatch dragged me down to a C overall. Another thing that Product Design did for me was to change my ultimate career goal. I now wanted to be a designer instead of a machinist.

I knew that this would require a whole lot more work, and would take far longer, but I was sure it would be worth it. Within the design course was my first contact with computer aided design and I immediately became almost obsessed with it. It enabled me to put down the exact ideas I had in my head, to paper. I was not a good illustrator so this is a massive help. I set about teaching myself a few different programs and took an extra evening class at nearby Barnfield College, two evenings a week to get a City and Guilds level three qualification. Infact by the end of my A-levels I had pretty much taught myself to be competent in most of the major design systems, Solidworks, I-deas, Catia, Pro-Desktop and AutoCAD.

In Business studies I knuckled down and got a solid B grade, just two marks from an A. Physics was difficult for me as it was very academic and involved memorising a lot of formulas and I simply couldn't see the relation to real life, a very important aspect of my learning style. In the end I passed with an E grade, no thanks to the teacher, who neither I nor the class as a whole saw eye to eye with...

From sixth form I began my modern apprenticeship with a company in nearby Bedford, Wichita Clutch. They specialise in the design and manufacture of bespoke clutches and brakes for the marine and mining industry. I spent the first 18 months machining and inspecting components, gaining valuable experience about how components are made, a very important aspect of design. Alongside this I studied for my national certificate in Mechanical Engineering, and found the more adult learning environment, that was geared towards real situations much more to my liking. I passed with a double distinction grade and the award for outstanding achievement in engineering. I was also awarded the apprentice of the year award from Bedford Training Group.

During my time at Wichita I became increasingly more frustrated. By the end of the first 6 months I was working on my own, making the same parts day in day out. I had the same targets as the fully qualified members of staff and it seemed like they had lost the true meaning of an apprenticeship, and were simply using me as cheap labour. I began to feel that the apprenticeship was a bit false as the job was only preparing me for a job at Wichita. I would never be able walk into any other engineering job and work competently, quickly. The final straw came when I was organising the 2008 season. I had been doing lots of overtime at very short notice, working very hard at college and putting up with no training plan. Unfortunately it was all take and no give with Wichita refusing to make any compromise with me about holiday or time off, so I thought it best to look for somewhere else, for the sake of both of my careers.

I managed to find a perfect placement with which to finish my apprenticeship at Micro Precision in Hemel Hempstead. It is a far more up to date shop, specialising in aerospace and Formula One work. I have a deal with the managing director to be allowed as much unpaid holiday as I need for racing purposes and for him to support me through my HNC and HND, with the sole purpose of training me in all of the different areas required for a top engineer. In the next three years I hope to finish my HNC and HND with similar results to my national certificate, continue to add to my work based knowledge at Micro and complete my NVQ levels three and four. There is then the option to take a year at University to top up to a degree in mechanical engineering as well as staying dedicated to my racing career. It's a long road but I truly think it gives me the best chance of the career I desire and allows me to stay committed to furthering my racing career both on the short circuits and the international road races.

### Personal Qualities.

As I mentioned earlier I'm highly motivated to succeed in everything that I do. If I put my mind to something I will generally succeed through a combination of hard work and a never give up attitude. If I don't understand something I will try all I can to figure it out, instead of leaving it a mystery. Having always been around the motorcycling world I have a good understanding of what is needed to succeed but have also had it drummed into me that it is not the be all and end all. I'm very hard working and have sacrificed a great deal over the past five years to be good at things that I may not have been naturally talented in. I'm not afraid of hard work and at the moment I'm holding down a full time job, a heavy training regime, completing a degree level certificate, racing at the weekends, keeping sponsors (and a girlfriend!) happy, maintaining a website..... the list goes on.

I passed both my car and bike tests just six months after my seventeenth birthday and therefore hold two clean licences. I'm planning on sitting my HGV test this winter as it would be very helpful with racing. I'm highly motivated, and will do anything I can to succeed in both my passions; Engineering and Racing. Both of them are a massive commitment but I believe that I want them badly enough to succeed one way or another. I'm not financially motivated and my main priority is to gain the experience I need to enable me to become a top class engineer and racer.

**What can I bring to a team?**

I believe that there are some qualities and advantages that I can bring to a team. Although I am young I have a great deal of experience with a lot of different bikes, all of which have taught me lesson about setup and development that can be drawn upon and used in a lot of different situations. I am always interested in new developments and am eager to explore the newest technologies and learn to use anything that will give me the slightest advantage. My studies in mechanical engineering perhaps leave me with a better understanding of the requirements and capabilities of components, and how to get the best from them.

I have also been pursuing my road racing career and have had noticeable successes that have gained me a dedicated following, perhaps more so than somebody else at my level, bringing more exposure to a team and their sponsors. The size of road racing in Ireland and the TT's history also helps to raise a riders profile, with inclusion in national advertising campaigns such as the TT 'Young Guns' being a bit of a boost to both the rider and team. I understand the need to give something back to the sponsor because without them there would be no racing and I therefore keep an up to date website at [www.olielinsdellracing.com](http://www.olielinsdellracing.com), that attracts about 500 hits a week, and strive to keep everyone involved informed of progress, trying to build a good team spirit. I have a solid sponsor and fan base and can bring an experienced mechanic in my father, who has built, ridden and maintained bikes that have finished in the top six of international races on countless occasions.

Most of all I am a totally focussed, committed and eager to keep on learning until I am where I want to be in the sport. On the top of the podium! If I can begin 2009 as I ended 2008 it's sure to be a brilliant season with another huge leap forward in my abilities!

