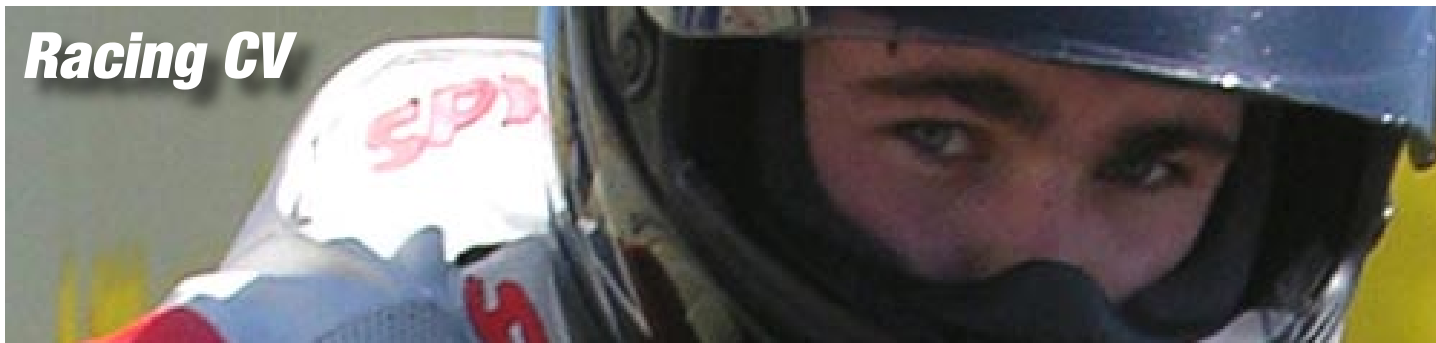


Olie Linsdell Racing



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.

Contact: olie@olielinsdellracing.com

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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



2006 Season Resume

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 have improved enormously, and I end the season a better all round rider than I was. I hope that 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 now turn to the 2007 season and the excitement is already rising.

I am pleased to confirm that my main sponsors from 2006 are backing me once again, Hanson Building products, Flitwick Motorcycles, Wheeler Electrical and Tuitus Media have all confirmed 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 hope to reward their faith in me with my 2007 campaign.

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; DnF's 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)

Plans for 2007

Bemsee Superbike 400, plus selected open bike classes,

CRMC 500 National Championship;

North West 200: Supersport 400 and 600 (Triumph 675);

Manx Grand Prix 400 newcomers, lightweight and Supersport 600 (Triumph 675)

Michelin Young Guns rounds (Triumph 675)

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2005 Season Resume

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 knocked

off, 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 super-pole 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 adds to the desire I have 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 Resume

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 Coglán, 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.

