



CLUBMSV
TRACKDAY
TROPHY

IN ASSOCIATION WITH




racey weekends

2012 sees the launch of the Club MSV Bike Trackday Trophy, in association with Fast Bikes. Think of it as the No Budget Cup, with more opportunities to race – either as a team or solo

WORDS: RICHARD 'MOBY' NEWLAND PICS: FLOW IMAGES

So you're pretty hot at trackdays, you love the buzz of riding great circuits, and you want to take it a step further – but how do you do that? Going balls-deep into a race season on a novice licence, with an orange vest on your back and a gut full of fear probably isn't the easiest way to ease yourself in, unless you're an undisputed prodigy.

What you need is a series that allows you to check out your talent in a safe, but real, race environment, without having to mortgage

your wife's shoe collection to fund it...

For the last two years there's been the No Budget Cup, a series we helped to launch in the UK after its rampant (and continued) success over La Manche in Belgium and France. Sadly, the organisers can't do it for 2012 – their own race series has gone stratospheric, and despite the success here in the UK, they just can't carry on spreading their time so thinly between the two.

We believed in the NBC with a passion

though, and even tried to find a way a way of running it ourselves, but we don't have the time to do it justice. So we approached MotorSport Vision (MSV – owners of Brands Hatch, Oulton Park, Snetterton, Cadwell Park and Bedford Autodrome), to see if they could run it for us. After a lot of discussion, a greater opportunity began to emerge, based around a series they already run for their car trackdays addicts – and we're delighted we can rush headlong into 2012 with a new series: the Club

MSV Bike Trackday Trophy. Fancy joining us?

Yes, we're not just standing behind the series and supporting it, we'll be racing alongside you, too. We're not going to go all 'full factory' on you either, we'll be running our trusty Kawasaki ZX-7R that took us to a pole position at Cadwell Park, and a class win in the second 2011 NBC round. We will have to sort the brakes out though...

The point of the Club MSV Bike Trackday Trophy is that it's as affordable, relaxed and as

fun as possible. This is a new series that continues the NBC's goal of providing race novices with an easy route to getting on track. You can wade in with a BSB spec' bike if you've got the moolah to blow, but most entrants are likely to be on lightly converted road bikes, sporting nothing more than a set of race fairings, a smattering of lockwire, and a general lack of mirrors and illumination.

Ex-NBCers will be able to race their existing bikes, and trackday addicts with

something post-2000 will also now have a series to exploit their talents in. The checklist for getting on the grid won't be prohibitively long either, with sensibly simple bike regulations, and very few hoops for riders to jump through. MSV will be doing everything they can to facilitate the process, organising rider training and ACU test days to enable riders to get the required ACU race licence with the minimum of fuss. The one big decision you need to make is 'team, or solo'? ►



► CAN I HAVE A GO?

The Bike Trackday Trophy is for riders who are over 18 years old and have an ACU Novice or Novice/Intermediate licence. If you aren't already a licence holder, don't see that as a big obstacle to taking part - it's not hard or expensive to obtain a licence. MSV will be running pre-season trackdays at which you can get your licence, and all you need to do is talk to your nearest (or preferred) track about booking yourself a slot - and away you go. It's really not difficult, and if you think it is, then you probably shouldn't be coming racing anyway.

Riders who have had a Clubman licence are permitted to compete in the series, on the proviso that they compete in a team made up of at least 50 per cent ACU Novice/Novice Intermediate licence holders. So solo Clubmans aren't prohibited, and if you're a team of two riders, then one of you must be a novice; if you're a three or four-rider team then a minimum of two must be novices.



THE CLUB MSV BIKE TRACKDAY TROPHY IS A NEW SERIES FOR NOVICE RACERS

National or International ACU race licence holders are not permitted to compete at all. The Bike Trackday Trophy is a series intended to get trackday riders into racing, not to give wisened old racers somewhere to clean up and boost their egos pot-hunting.

I'VE GOT NO FRIENDS

One facet of the No Budget Cup put a lot of people off - the fact that it was a team event using just one bike.

Many riders wanted to rely on only their own ability for track glory, and an equal amount seemed a little nervous about allowing their nobber mate to share their bike! Three hours is a long time to go it solo though, and even if you were sharp and fit enough to take it on ironman style, it wouldn't be fair to

have you out there amidst the team players.

But, if you've got not friends (or simply don't trust the ones you have got) there's a solo alternative within the Bike Trackday Trophy. Running completely separate to the team event, you will get an hour of practice and qualification, followed by a 45 minute race. There'll be no-one to blame when you come last - but if you come first you won't have to listen to Know-It-All-Dave claiming that it was all down to his stints in the hot seat.

For the team event, there will also be an hour and a half of practice and qualifying, followed by the big race of the day; three hours of seat-swapping, refuelling pit-stop hilarity, and liberal sweating.

As with the No Budget Cup, there is a keen awareness of keeping costs down for



competitors, so each entire race meet will take place over a single day. That's not to say that you can't make a weekend of it though. MSV are working to ensure that there will be a trackday on at each track the day before the race, so if you're desperate for more track time, bike set-up opportunities, or the chance to bed your new Bridgestone rubber in before qualifying, the option is there for the taking.

If the four UK rounds of the Bike Trackday Trophy isn't enough for you, and you've got a pre-2000 bike, you could always cross the channel and fill your boots with some No Budget Cup action too.

WHERE'S THE PARTY AT?

The great benefit of MSV owning the series is that they also own some of the UK's most charismatic and technically interesting tracks. They've even transformed Snetterton.

The season will kick off at Cadwell Park, before visiting Brands Hatch and the great new Snetterton 200 track - which is a massive improvement over the fast but bleak old Norfolk track - then returning to the immensely popular Cadwell Park again for the 2012 season finale.

As theatres of dreams go, they don't get much better. We're anticipating some serious dizziness at Brands Hatch



though, with the likelihood that well over 200 laps will pass before the chequered flag falls on the end of the team race.

The atmosphere and entertainment of these iconic circuits is awesome. Friends and family will get a good view too, especially at Brands and Cadwell, which each sit in natural bowls, allowing a lot of the track to be seen from one vantage point.

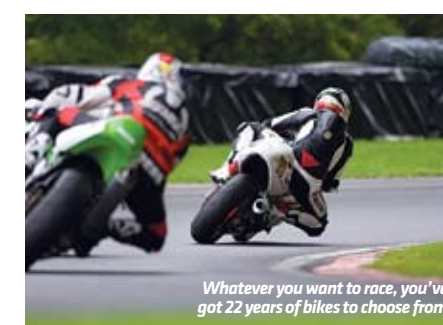
SAFE AND SOUND

In order to get your warhorse on the grid, it must comply with the minimum ACU safety requirements for the series. Don't worry though, it's really not as tough as you might imagine to get your bike race-ready.

Every bike must sport an oil catch tank, which isn't a big problem for most post-1990 bikes. Companies like King Carbon and Skidmarx make race-ready trackday fairings for a bewildering array of bikes, both fully-faired and naked.

You'll also need to get handy with a set of lockwire pliers - and possibly become good friends with your drill, and the local supplier of 2mm drill bits. Lockwire and pliers sets are readily available from most tool suppliers, or online from places like Demon Tweeks.

You'll need to lockwire your front and rear brake calipers bolts, oil filter (fitting a K&N ►



BRIDGESTONE
OFFICIAL SERIES TYRE PARTNER



2012 CALENDAR

These dates are still provisional (while all the major series' games of musical chairs finally settle down), but they are likely to remain unchanged. The mix of tracks will ensure that riders of all experience levels, and on all sorts of bikes, will get the chance to really test themselves, their bikes, and their stamina. If you can cut in on these three circuits, all others will seem simple!

28th Apr	Cadwell Park	Race Day
5th June	Snetterton 200	Race Day
11th Aug	Brands Hatch	Race Day
6th Oct	Cadwell Park	Race Day



The only day competitors have to be there is 'Race Day'; all trackdays and testing sessions are purely optional, based on your own wants and needs.

THE PRICE OF HAPPINESS

The final pricing structure is still to be 100% confirmed at the time of going to press, but this is the ballpark:

Solo entry

1 hour qualifying / 1 hour race
Cost per round - £250

Team entry

1.5 hours qualifying / 3 hour race
Cost per round - £550



Smiling happy winners at Cadwell Park for last year's NBC. This could be you in 2012

BRIDGESTONE
OFFICIAL SERIES TYRE PARTNER



TOOLS FOR THE JOB

Picking the right tool for the job doesn't just mean buying the most expensive and powerful bike you can afford. A 600 or 750 might suit you better than a 1000, and a triple of twin might work with your style more than a screaming four-pot.



BIKE CLASSES

Pre 2000 Class A

Bikes made before 1999 which are:
4 cylinder over 700cc
3 cylinder over 676cc
2 cylinder over 750cc
1 cylinder over 700cc

Pre 2000 Class B

Bikes made before 1999 which are:
4 cylinder up to 700cc
3 cylinder up to 676cc
2 cylinder up to 750cc
1 cylinder up to 700cc

Post 2000 Class A

Bikes made after 2000 which are:
4 cylinder over 700cc
3 cylinder over 676cc
2 cylinder over 750cc
1 cylinder over 700cc

Post 2000 Class B

Bikes made after 2000 which are:
4 cylinder up to 700cc
3 cylinder up to 676cc
2 cylinder up to 750cc
1 cylinder up to 700cc



- filter makes this very easy as they have a pre-drilled bolt welded on for ease of swapping – and lockwiring), oil filler cap and oil sump screw. It's not tricky to do, just don't rush it or

THE CONTROL TYRES ARE FROM MOTOGP SUPPLIER BRIDGESTONE

you'll be snapping drill bits with alarming speed. Don't forget to take your lockwire and pliers to the race meet either, as you'll need to redo your caliper lockwiring each time you change your wheels.

You're only allowed to run water in the radiator, just in case you do have a spillage (antifreeze/coolant is slippery stuff), and you'll need to fit a sprocket guard to your swingarm to prevent any squishy bits getting pulled into the rear sprocket in an accident.

The final word of caution on the bike front is that all frame and engine numbers must be visible and untampered with – so there's no point buying write-off which has had its identity removed (or stealing your neighbour's Fireblade); you won't be allowed to race if the numbers are missing or butchered.

There are wet and dry control tyres for all entrants – from MotoGP supplier Bridgestone. This worked brilliantly well at the NBC, and provides a gripe-free level playing field for all entrants. Tyre support will be at every round too, ensuring you can get advice on pressures

and wear, as well as being able to buy them trackside at a special discounted rate.

As for riders, there are some minimum requirements too. Don't worry, you won't need a £5,000 airbag suit, but you must wear an ACU approved crash helmet, one-piece leathers, a back protector, and dog tags (as per ACU regulations). All your kit must be in good condition too. Battered lids and ripped leathers are not going to pass scrutineering – or save you if it all goes a bit off-piste.

SIGN ME UP

Riders wanting to take part in the solo or team series should visit the Club MSV website at www.biketrackdaytrophy.co.uk, or call 0843 453 3000. Interest is already very strong amongst MSV's trackday regulars, so don't fanny about putting it off until tomorrow – get in there, sign up, and come racing.

We'll see you on the grid, and whatever the results, we'll be getting stuck into the drama and excitement, and having a bloody good laugh while we're at it. 'Race you...'

CLUB MSV TRACKDAY TROPHY

THE NEXT STEP: VISIT BIKETRACKDAYTROPHY.CO.UK FOR A FULL STEP-BY-STEP GUIDE ON GETTING YOUR ACU LICENCE, AND ONTO THE GRID WITH US IN 2012.