



Things seem to be running a little unevenly in the world of motorcycle racing

British Championship round 2 at Thruxton

Alex took the chance to visit the Wirral 100 motorcycle club test day and first round of their championship at The Trac-mon circuit on the Island of Anglesey. The track time was put to good use testing some new parts and I must admit, giving Alex and the team valuable time familiarising ourselves with the bike. Although the Malaguti is a fantastic machine, it is a bit different to what we are used to and I am sure the mechanics among us will know what a difference it makes when you start to know what tools you need and the procedures you need to follow to do specific jobs.

Speaking for myself, it was good to visit this well-known circuit which I always liken to a holiday camp rather than a race circuit; it is perhaps its location perched on a cliff so near to the sea that does it. I had a chance to meet up with some familiar faces and get the time to watch other races over the weekend. Due to a big oversight the team arrived at the circuit with no whisky and I had to make do with girly lager on Saturday night. Alex was very pleased with

the weekend; everything went to plan, winning both Championship and trophy races against the local experts and even though conditions were not ideal, he got to within 0.2 sec. of the lap record 48.8 set by Rob Butterworth in 2002. We have come away a bit wiser. We would like to wish the "Malaguti Reparto Corso" Moto-Gp team "Buono Fortuna" for the first round of their championships this same weekend at Jerez.

We always knew that the would be a difficult one, but we certainly did not foresee how bad it would turn out to be.

Alex has never seen this circuit before which is reputed to be the fastest in Britain. Under orders to take things easy; the first session went fairly well doing 10 laps of the 2.3 mile circuit before coming in to make some adjustments.

In the second session after only 3 laps the engine blew-up, throwing Alex from the bike before it destroyed itself, Alex was not badly hurt, a sprained ankle and badly shaken by this fall at Cobb

which is luckily one of the slowest parts of the track. After getting the all clear from the doctor on the Saturday morning, Alex took to the track for timed qualifying. The problems with the engine management system were still there and Alex pulled off the track after only seven laps, luckily without damaging anything as we had spent the next three months budget repairing the bike from yesterday's tumble. Qualifying didn't go well out

in the second session and the bike stopped after only half a lap, so the mornings qualifying time would stand. This saw Alex out of Sunday's race as his time was only good enough for 45th place with only 44 slots on the grid. Luckily for us, a retirement further up the grid let him slip onto the last slot of the grid for Sunday's race, In Sunday Morning warm up, despite lack of track time and the problems surrounding the

week-end, Alex started to show promise and we were hopeful he could pull something out of the bag in the race. I can't remember the last time, if ever, that I've have seen Alex on the back row of a grid but that's how things go some times. From the start, he managed to cut his way through the pack but then started to slow, and had to retire on lap seven. The difficulty with the engine management system was

getting worse and due to the nature of the problem it was getting dangerous to continue. So all in all it looks like we are starting to pay the price from being under funded, under prepared & under equipped. A change of direction is called for, we do not go racing to qualify last on a grid by default or retire from races through no fault of our own. Let's see if we can rise to the challenge of round 3 at Mallory .

Alex exploring the maximum grip of his tyres, the Malaguti logo has been painted by "Specialised Coatings of Halifax"