

# Chain Link

**BAM Newsletter**

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**Advanced  
Motorcyclists**



**A View from the Side - racing season updates  
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## The view from the Side

by Anne Garnish

Winter 2010 was a torrid time: the new bike was being assembled by Lumley Engineering in Highbridge. If you're a Bristol resident this is on your doorstep, however for me (Hertfordshire) it was immensely frustrating as I couldn't pop in to see progress!

The decision had been taken to run Kawasaki engines, something which was considered highly risky by other chassis builders. Sidecar chassis expect motorcycle engines to work flawlessly at unusual angles – which explains why it's possible to blow up so many engines in a season. The Lumley chassis seems to accommodate Kawasakis, so Dean bought both an 08 and a 2010 ZX6R engine, planning to start on the 08 while we learned the bike, then progressing onto the race-tuned 2010 once we were confident.

Over the winter I created our website ([www.lickracing.com](http://www.lickracing.com)) and started putting 2010 race reports and photographs onto it; this was a labour of love as I'm not the world's most IT literate person so even using WordPress it's been a steep learning curve. I also made jam and marmalade like a woman possessed and got our first batch of "Choose Sidecars" t-shirts printed up. We knew we wouldn't have major sponsors knocking on our door, so needed a way to raise some cash and make people smile at the same time. We decided to donate 10% proceeds of everything we sold to the Rob Vine Fund (part of Medical Motorsport Services) which supports motorsport on the Isle Of Man. A running total of our donations is on the website.

We had hoped to get out for testing in Spain in early spring, however the build took longer than expected so our first outing was a test day at Mallory on 9th March; not quite as exotic, is it? This would have been smoother if my car hadn't been written off by a new driver a few days earlier, resulting in whiplash for me... The bike showed its potential immediately with great torque, speed and light steering. We've got some real innovations on this outfit since it's part known-technology and part development. The chair wheel is fully adjustable in all 3 dimensions, inboard rear sprocket and carrier and of course dry sumped. The only difficulty we couldn't seem to resolve was a headshake under braking, something to track down and fix over the next few outings.

For me, the day was made complete by chatting to a really friendly, vaguely familiar, solo rider for 10 minutes at the gate while we waited for the circuit to be opened. It was only later he introduced himself as Bruce Anstey much to my tongue-tied embarrassment, but he was a true gentleman and even posed for a couple of photos. We went back to Mallory for further testing and



tweaking of the outfit a week later, then declared ourselves ready for Brands Hatch and the first North Glos race of the 2011 season.

Brands Indy circuit in March was crisp and icy, busy on track with F1s, F2s, Post Classics and F350s all out together in slippery conditions. The headshake under braking was getting worse but we made huge improvements on lap time session by session, down to 57:74secs by the end of Sunday, but not quick enough to raise us higher than 7th F2 in any race, placing us joint 7th place in the North Glos championship.

*All photos by  
Kevan Boitoult*



Afterwards Dean decided that rear suspension changes might sort out the front end issues so he took the bike off for a stiff talking to.

Our next outing was at Mallory in 10th April, with the EMRA club. We needed a circuit we were familiar with to try out the changes to the bike. Beautiful sunshine showed off the newly stickered-up van and outfit to their best advantage. We had help in the form of Ricky Lumley (datalogging) and Paul Skinner (traction technician!) to advise us on bike set-up, so after first qualifying Ricky and Dean changed the gearing while Paul helped me work out where I needed new handholds. The headshake was reduced, but we were suffering understeer round Gerrards. After a dreadful start to the first race (finishing 6th) the bike felt underpowered but was sufficiently nimble to take advantage of others' misfortune in the second race to nudge us up into 3rd place – our first trophy of the season! The lap time of 1:03 was woefully slow, but Dean and Ricky planned more brake adjustments ready for our next outing at Cadwell.



Sadly, Cadwell in April was a weekend best forgotten. A circuit we both know and adore with a club we enjoy (North Glos) and a huge grid of competitors to play with. The bike felt “fluffy” under acceleration on Saturday and the braking was poor. We failed to race on Saturday afternoon because the sump had accidentally been overfilled after engine modifications earlier in the week, leaving me thoroughly oiled halfway round the warm-up lap. I was so slippery I couldn’t even get enough grip to remove my gloves once back in the paddock. Cleaned up and the oil level reduced, we hoped Sunday would be better.

It was not to be: despite Ricky and Paul giving our outfit their undivided attention (having broken theirs, twice, at the Gooseneck on Saturday) the power was declining fast, so with no brakes to stop into corners and no acceleration to spin out of them it was a thoroughly depressing situation. I went for a consoling cup of tea and a good cry in Joanne’s van and whilst there Ricky found that the top four injectors had a wiring break, so a rush back into leathers for the last race on Sunday. The brakes were virtually non-existent meaning a spin off the circuit at Park, but despite re-joining dead last we clawed our way back up to 9th F2 with a best lap of 1:53.83. Three-times World Champion Tim Reeves & Grég Cluze set a new outright F2 lap record of 1:34.43 – showing just how slow we’d been!

We retreated to lick our wounds, me consoling myself with a brief glimpse of a rather scrumptious Mr Guy Martin who’d been spotted spectating on Sunday afternoon. Dean was vowing to have stern words with Paul Lumley to get the bike sorted before our next outing as the season was rapidly becoming expensive. We have shelved our plans to compete in British rounds at the end of 2011, looking instead to 2012 while we complete set-up on the new outfit. Our next outing would be where we had first raced together, Pembrey, at the beginning of May.

*In the next edition: Pembrey, bruises, the TT, Silverstone & more trophies!*

**Fancy supporting a race team?** You can follow our progress and support the team by buying t-shirts or making a donation at <http://www.lickracing.com>.

*Note from Ed: well done Anne and team on your 1<sup>st</sup> trophy, also I can vouch for the home made jams and marmalade, so get your orders in for christmas !*