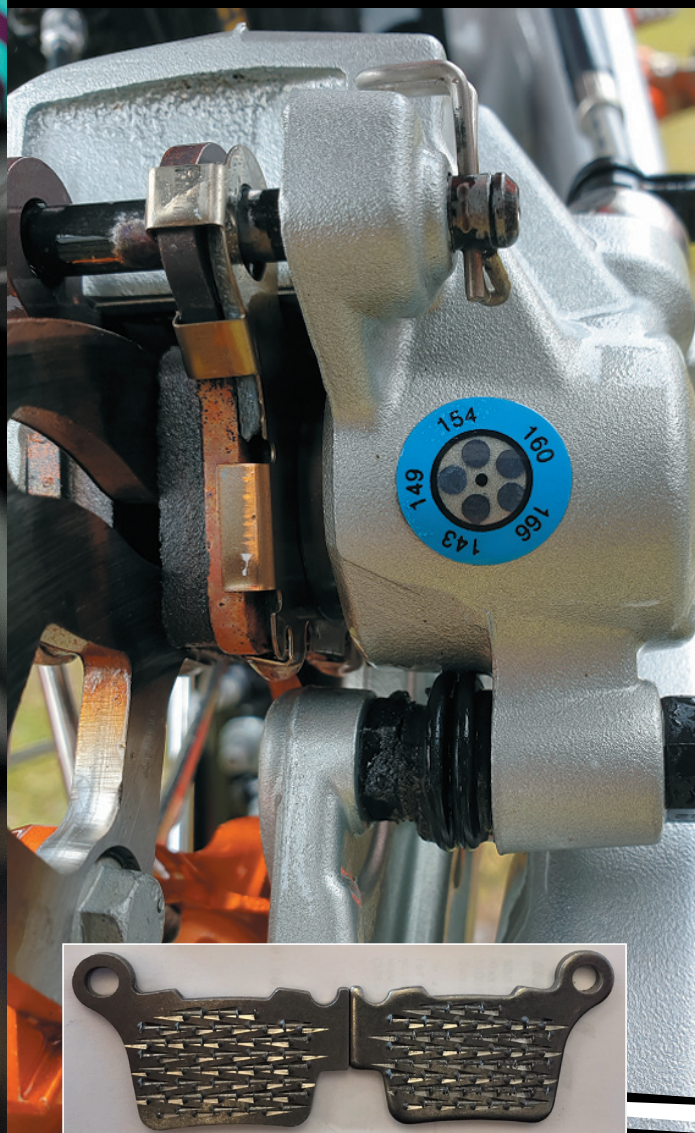


The final year the Hants Grand National was held – 1983 I think – it was at the Hamer Warren track. Not the deep, sandy hills of Matchams but the small, round pebbles which blasted riders' upper bodies were the same. Possibly due to a GP reschedule, the event was held without the usual world championship stars and I sure made the most of it – around £750 in the bank for lifting that star-studded trophy!

Then it was up to Bootle for another good day and another 150 quid, then back down to Luton to win again and bag a further £30 for each race and another £40 for the all-comers final. So a weekend worth just over a grand which may not seem much now but back then – when petrol was £1 a gallon, a new 490 Yam cost about £1500 and my one-bedroom house cost £30K – it wasn't too shabby!

This Good Friday we headed to the Huck Cup and Mike Brown Memorial race at Marshfield where Shaun and Tommy continued their battle in a more relaxed atmosphere. By any standards this was a fantastic event and a pleasure to be a part of – a great entry and a fantastic track that was 10-deep with spectators in some parts. Okay, maybe not the best results for Shaun on the day but well done to everyone involved in this fantastic event...



TEAM PARTNERS SBS BRAKE PADS

Asking Shaun not to ride the back brake after 20 years of doing so is pointless and probably counter-productive – that's his style and it's difficult to argue the toss with him. I mean, he's only eighth in the world right now so what would he know?

The pads in his race bike reach such high temperatures that the brake fluid boils and the pads disintegrate and sometimes the discs warp and change shape. We have tried many, many different pads and compounds etc to find a solution.

We have been working closely with SBS who make motorcycle brake pads in Denmark and to them this pad disintegration and sometimes complete destruction is a familiar sight so they are all well ahead of the game – although Shaun has certainly pushed their capabilities.

Allan Jorgensen is our go-to guy with feedback from track testing and racing. He is the SBS technical engineer who works with the race teams and also personally tests SBS road and road-race products.

SBS produce rear brake pads which are bomb-proof. The only pads to have a patented mechanical anchor system, this assures us that these special SBS factory pads will go the GP distance even with Shaun Simpson hard on the brakes. Have a good look at the integral claws which hold the friction surface onto the metal backing plate.

Safe in the knowledge our brake pads are going to last, this week in Valkenswaard we are gathering temperature data from strategically placed heat pads so we can identify the heat range we are working within. The cooler our pads can run, the more likely we can improve braking efficiency by changing the compounds which Shaun uses.

We are also using heat-reacting paint on the disc to gather data from the disc temperature when riding – the rear disc on a motocross bike will reach 400 to 600 degrees Celsius which is hotter than your mum!

