

# *Bol d'Or Classic April 2010*

by *Thibaut Siebert*.

Riders: *Thibaut Siebert and Marc Lejeune*.

**Bike:** A new frame, number 002 made by NWS, who only built 3 frames in between Norman Miles retiring and Les Whiston taking over the business. Richard Peckett, from P&M Motorcycles gave me some good sound advice on how to build a fast and reliable engine. I already had a T160 engine, with a modified 850cc Hyde barrel and a Hyde Daytona head. Three TRW forged pistons, Carillos, and a P&M belt drive with a Newby clutch fitted. Megacycle road/race cams, the crankshaft was lightened by seven pounds and three Amals Mk 2 33mm carbs.

The team was called '**John Biggs Racing**' in tribute to a close friend of mine who passed away at the end of 2008.

This event is dedicated to bikes produced before 31st December 1980, but in fact, it turned out that most of the Moto Guzzi Le Mans had had their engines changed for brand new V11 power plants and many of the Japanese bikes had modern stuff added too.

Qualifying was quite easy. We only needed 2 laps for each rider to qualify, out of 56. Our Triumph was rather fast and the handling gave us a lot of confidence. We qualified in 35th place out of 56. It was not important to get a better place as bikes that were not fitted with an electric starter were forced to start from the back of the starting grid. There were only 2 Triples and no other British bikes attending the race. For qualifying you needed to be within a 130% limit, averaged from the 3 fastest riders. The pole position was taken by a "Kawadazuki" in 1 minute 55 seconds and this time was fast enough to qualify the rider for the modern Bol d'Or race!.....The other Triple came from the Netherlands (FTR Motorsport and one of its 2 riders was a woman who performed very very efficiently out on the track!)

After an hour, we were placed 15th. We then lost 24 places due to a problem with the throttle (which had locked at full throttle at the end of the straight, because after refuelling, the tank was heavier and had dropped down about 2 or 3mm and fouled the operating arm). This happened during the night and it gave me the fright of my life!

It took us a long time in the garage to work out what had happened with the throttle, but we got back on the track, and I finished in 35th place at the end of the first leg.

Second leg on Sunday: After 1 hour I was back in 18th position. We then lost 20 minutes in the garage again after a rocker box inspection cap became loose. The bike was covered in oil..... Slippery Sam!

Marc came back on the track, very determined for the last 40 minutes, and he came back from 35th to 24th place.

Two Moto Guzzi riders were disqualified for using twin-Zenith refuelling valves which are forbidden, (plus many many other other forbidden devices as did most of the bikes there) and so we finished in 23rd place.

A huge thank you to all the friends who helped us during the race. Jean, team manager; Yves, chief mechanic; Michel and Lionel with timing; Pierre, in charge of fuel; Martin, responsible for fire security and finally Sepp and Lysianne for the cooking (very important in France!).

They all love the Triples and it was a TERRIFIC weekend!