

ROAD AMERICA 2006 - RACE REPORT - TEAM BULLDOG RACING

The first round of the SUPERSIDE AMERICA CHAMPIONSHIP was held at Road America, Elkhart Lake, Wisconsin on the weekend of June 3-4 2006. This was also part of the traditional AMA SUPERBIKE weekend which guarantees big crowds and lots of good racing.

This year saw a change in the format with the event being rounds one and two with a six lap short race on Saturday and an 8 lap long race on Sunday. So double points are up for grabs. The event also counted as a double points race for the SRA East Club Championship.



We arrived early, so that we could take part in a 'Press Day' on Wednesday that the track had organized. This was combined with Champ Car, Suzuki and Superside. Mike gave a brief presentation to the media and answered questions about the sidecars and the series. Then it was down to the track for taxi rides. We had four sidecars set up ready to go. Champ Car had two new Ford Mustang pace cars and Jason Pridmore had his Star School's two seater superbikes. How much fun can you have in one day. Huge grin factor for all that attended. Ask Jean when you see her – she did all three – and she is still smiling.



Thursday was promoter practice and we managed to get in two sessions which was great as this was the first time here for Team Bulldog with the F1 bike. So we took our time to learn the track and sort out the rig.



Friday saw us on track for one practice and we used this to put a heat cycle on the new Avon race tires we had shipped in from England. How would they perform and what changes would we need on the set up to fine tune them ?

Saturday practice and we were up for it. The new Avons were awesome, we went from a lap time of 3.08 mins on the Hoosier to 3.02 straight away. We came in and made some changes to gearing and brake balance and the rig felt great.

This was going to be a good weekend, if only we had the new race motor ready. But that as they say is another story.

For the Saturday race we lined up on the fifth row of the grid and got a good start as the field flew away from the line and into turn one. We worked our way through the pack. No point in having a wreck in the first corner. We were soon up to the leading group.



Frank and Dennis on their ex Roger Lovelock LCR had checked out right from the start. This was expected, but the fight was for second, third and fourth, between Rick, Ewan and Team Bulldog, and what a fight. We came across the start finish nose to tail and charged into turn one. The rig was running the best it ever had. The Avons were brilliant and we shot up the inside of both Rick and Ewan on the brakes going into one and made it stick.

We held them off and came back round in second place. This was going to be a great battle,. They had motor on us, as they both had new injected motors and could pull us on the long straights, but we could get them back on the corners and brakes. Thank you Mr. Avon.

We swapped places around the track and the crowd saw a great race. As we passed the half distance we decided to settle in and let them pull us around as it was clear that at this point we could not gap them by enough to pull out a cushion that we could hold. But we would see what we could do on the last couple of laps.

So we all raced down towards turn 5 which is a fast downhill 90° right hander with grandstands and a big run off area on the outside of the corner. You will see where this is leading to in a minute.

Just as we charged down for the corner I heard this rattle. At first it sounded like the chain so I took a quick look around and grabbed the clutch – nothing. Then when I looked back there was a huge fireball coming out of the rig. This was not a good sign and I told the old girl so. Like I said, “if only we had the new race motor !”



I knew if I pulled to the side they would have to red flag the race, so I kept it going so we could reach the gravel trap. Then we could bail out and let the fire crew have it. Great show for the grandstand.

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We reached the gravel trap and by now she was burning good but the race kept going. The marshals and rescue crew were great and soon had the fire out. Kyle had killed the fuel pump and ignition as soon as he saw the smoke so that was safe. As we surveyed the damage it was clear that



our weekend of racing was done. The body, engine lines and wiring were all gone.

So it was a dejected Team Bulldog that returned on the tow line to the pits Kyle was fine, and I only had a couple of burns on my ankles. So that was good. We did get a lot of press for the sidecars though.



The battle at the front finished with Frank leading Rick and Ewan home for the top points (full results in [Schedule](#) section on www.teambulldogracing.net).

As we were out of the proceedings now, it was back to my duty as race director for the rest of the weekend. So I did not get to see much of Sunday's race.

But all in all it was a good weekend for Sidecar Racing and the new Superside America Series.



A positive note for TEAM BULLDOG RACING was the new Avon tires and finally a good set up on the rig. We got down to a lap time of 2.58 mins in the first couple of laps and I am sure with more track time they would have come down more. At least we served notice that we would be around this season.

Team Bulldog Racing would like to thank all our sponsors and corporate partners: Avon Tires, Silkolene Lubricants, Electromotive, Tracktimer and a big thank you to the Team Bulldog Supporters Club for their support.

So now we are rebuilding the rig, new body and new race motor. Roll on Shannonville, Ontario on July 22-23 2006.

Don't forget to check out the [Results](#) and [Picture Gallery](#) on web for more details. We did have a lot of interest from new teams this weekend so the rebuilt rig is still for sale and the new monocoque is coming along. Check the site for more details. Also check on the [Merchandise](#) section of website for cool gear.

That's all from Team Bulldog Racing,

Till next time - beware the flying BBQ !