

SAM #62

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Sam West #62

RiderProfile

www.west62.co.uk

Sam is 23 years old and began motorbike racing at the relatively mature age of 19. Starting out on a 600 Monster in DesmoDue racing with the Ducati Sporting Club, he made good progress in his first season. Unfortunately after achieving some promising results, including a best novice award, he was knocked off the bike whilst testing and a fractured fibula brought a premature end to his first season. Sam started university on crutches an auspicious start to his Motorsport Engineering degree in Coventry. Now in his final year, his dissertation is looking at electronic tuning of engines. He is taking the opportunity to get involved in bike remapping with his Race Engineer and also will be remapping the Motorhome the team uses for racing.

As a teenager Sam started climbing, a sport he has continued to use for both pleasure and fitness training. He climbs and boulders, outdoors in the nearby Peak District and at an indoor climbing centre in dark and wet weather. He has climbed in Spain and enjoys the outdoor life especially in the mountains. When only 15 he trekked for 3 weeks in the high Atlas Mountains in Morocco and walked the GR5 from Lake Geneva to Chamonix wild camping. Through the winter he snowboards whenever possible and in the summer mountain bikes for fitness.

Prior to starting Motorbike racing Sam competed in 10 mile time trial road cycle races, winning the under 15's and a national hill climb event, then switched to Downhill Mountain Biking, winning the Midland series Hardtail Championship. He played Cheshire Short tennis as a youngster and competed for Manchester Grammar School at Cross Country running, Hockey and velodrome cycling.

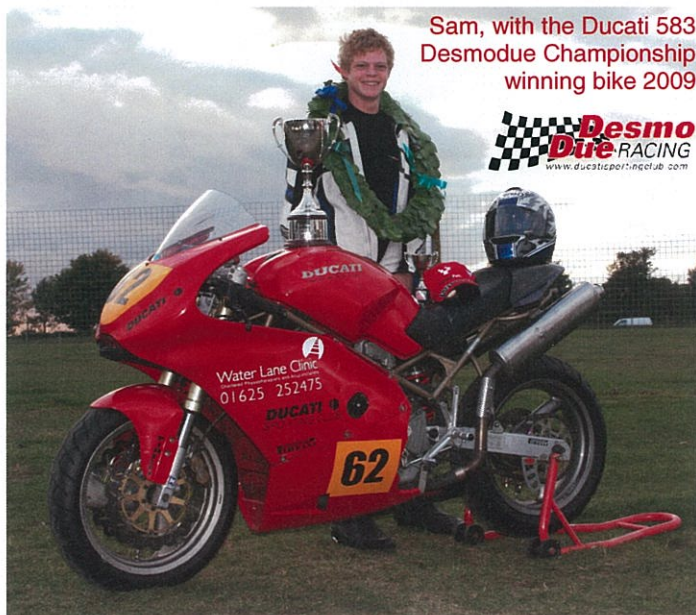
Sam's broken leg did not in any way deter him and he returned to win the Ducati 583 Championship the following year in his first full season of motorbike racing in 2009. Midway through the season he moved up to a Ducati 1098s riding in club races and getting top ten finishes in his first attempts at litre bike racing. On the strength of his racing in 2009 he was offered a ride in National Superstock 1000 with Italsport on a Ducati 1198 in the British Superbike Championship. This was a huge step up, with only 1 full season of race experience behind him, but Sam had shown great promise and was rewarded with the opportunity. Qualification for the races in this highly competitive series was his first goal and he achieved this in 8 of the 12 rounds.

Mid way through the 2010 season Sam tested a Honda Fireblade. Delighted with the feel and performance Sam left Italsport and Ducati's behind and decided to ride the Honda CBR1000, backed by his family and the Water Lane Physio team. By the end of the season he was qualifying for all races and had achieved a 24th place and consistent results in top 30. In fields of up to 60 he showed good potential.

In 2011, Sam balanced increasing work load at University with pre-season training and testing. Fortunately the bulk of racing is in the university holiday periods and some of his testing was useful data for his course work. Again in Metzeler National Superstock 1000 in 2011 on the Honda, Sam built on his first year of experience and qualified well for all races and had 3 top twenty finishes. Every time he rode, he broke his previous best time on that circuit. He also entered some club races to gain more experience and picked up 2 firsts and a handful of silverware.

At all disciplines he has been successful and competitive. The move to Motorcycle racing has suited both his competitive personality and his academic interests at University. Sam is under no illusion that there is a big difference between Privateer teams and the larger Factory teams, but he is looking to close the gap between himself and them. Working with race engineer Ben Miller his goal is to go faster at each circuit and win some championship points and recognition.

To help him achieve this, Sam knows that he needs to gain financial support to enable him to spend time testing, training and getting the bike set up. With the understanding his academic studies have given him plus his natural talent and competitive nature Sam is hoping to make the year an exciting and rewarding one.



Sam, with the Ducati 583 Desmodue Championship winning bike 2009



Plans & Objectives 2012

The main aim for 2012 is to progress in the National Superstock 1000 in British Superbikes (BSB) in 2012. The year will start with testing in Spain at Alcarras 1-4 March and Cartagena 8-11 March. Testing involves Sam working closely with Ben Miller, Race Engineer at M-Tec Racing. Sam will ride on track then come into the pits to discuss handling and together they will make changes to the bike geometry, suspension and gearing. By the end of 8 days on track they will have a good base set up which will need small changes on each track. The BSB season usually starts at Easter, so there should be chance to get early club races in to kickstart racing.

To help make ends meet whilst completing his degree and racing Sam has a small, casual business with his brother. They valet cars, especially enjoying the high end of the business, preparing rare and prestige cars to a show condition. The brothers pride themselves on attention to detail and have already built up a small but loyal customer base.

During 2011 Sam enjoyed helping other motorbike riders improve their technique on track. This is something he would like to start doing in an official capacity. Always complimented on his smooth riding style (and not being a big crasher), Sam enjoys helping others, especially on a one to one basis.

By May Sam's degree in Motorcycle Engineering will be complete and his vehicle projects should be well underway. The team motorhome will have altered maps for fuel and turbocharger pressure, this electronic tuning will provide a more fuel efficient vehicle with increases torque and power; giving a more comfortable and relaxing journey between circuits whilst also dealing with the great demands on the vehicle due to it being fully loaded with racing spares.

Objectives

To gain championship points in the Metzeler National Superstock 1000 Championship.

To gain recognition and support for racing.

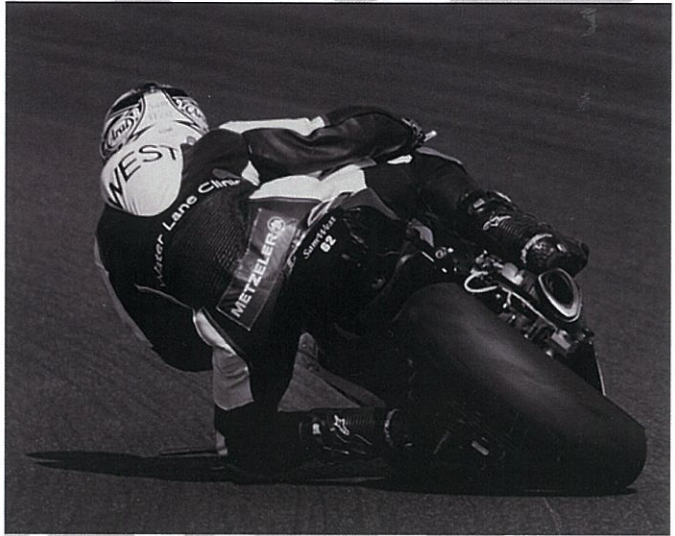
To win races at Club meetings.

To be awarded an Honours Degree in Motorcycle Engineering.

To officially coach other riders on trackdays.

To expand car valeting and preparation business.

To create opportunities to use combination of theory and practical knowledge in Motorbike set up to improve performance of motorcycles on the road and track.



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