

Official Programme £3
For conditions of admittance see inside

MAXXIS

ACU
AUTO CYCLE UNION
EVENTS LTD

BRITISH MOTOCROSS CHAMPIONSHIP



Round 5

25 July 2010

Foxhill, Swindon

MX1 / MX2 / MXY2

INSIDE...

PROPPA.COM
GORDON CROCKARD
RYAN BLIZZARD
SEASON SUMMARY

K
Kellaway

MOLSON
INNOVATION IN EXCAVATION

SELWOOD

EXPRESS
Insurance

MPORA
PURE ACTION SPORTS

MOTO
MAGAZINE

EA
SCAFFOLDING
& SYSTEMS LTD

Ketech

TMX

DIRTBIKE
MAGAZINE



Photo: Nuno Laranjeira

PROPPA JOB

We spoke to Proppa.com Honda boss Steve Turner about his team's 2010 season so far, and more...

We are at the mid point of the year, how has the year been for Proppa.com Honda?

We didn't get off to the start we wanted. James broke a bone in his hand at Weston and in hindsight should have had it operated on. He can't close his hand fully which affects his grip, particularly on a track like Lyng, and his ability to use his clutch. This has led to him stalling on numerous occasions, losing lots of places and valuable championship points. The biggest problem though was that it started to affect his confidence. Not surprising really, when you're running a strong second, stall it and end up finishing 19th it's not going to do a lot for your morale. Anyway, we fitted a hydraulic clutch and a Boyesen Shockout Grip which has a bigger diameter, both of which have really helped. James now looks like his old self with his results and at the same time his confidence is improving immensely.

Nez came into the season in a confident mood after a full winter's training with James but he struggled to find his feet in the early races. He hated the tracks at Little Silver and Mallory and a huge crash on one of the hills at Foxhill in The Red Bull Pro's knocked his confidence a bit but after a good ride at Duns, where he grabbed the holeshot in the first race you could see his self belief starting to come through. By the time we got to Lyng he was full of confidence and with three good starts he showed he's got

what it takes to be a top five runner. The biggest change is his hunger to grab the holeshot every single race. He admits he didn't really want to be at the front as he wouldn't know how to handle it but he's realised that you have to be up front early in the race to have any chance, particularly with the new shorter race format in the Maxxis.

Your riders, James Noble and Nez Parker are at different points in their respective careers, have they been able to learn from each other?

I'm not too sure what James has learnt from Nez, he certainly hasn't learnt how to whip it or scrub it yet, that's for sure. Nez has been the real benefactor. The two of them get on remarkably well. James has taken Nez under his wing, giving him advice and encouragement. Everybody can see they have totally different riding styles, with Nez being the flamboyant cool kid and James the old school type but James is the one with the better technique. He has taught Nez how to improve his corner speed and his throttle control and this has led to a huge improvement in his pace, especially on hard pack tracks. James is a top bloke and it was definitely the best move I've made so far signing him.

At the last round of the championship at Lyng Nathan Parker showed just what a threat he can be. How good did it feel for you to see him realise some of the potential he has?

I was very proud of him and really happy for his girlfriend Emma and his Mum and Dad, Pam and Graham who have given up so much over the last 15 years supporting Nez and his two brothers Danny and David.

Many people questioned my decision to stick with Nez for 2010 but I felt he hadn't been given a fair chance yet. After missing the first season with injury, in reality he had only had one full year's competition and he spent the whole time just trying to finish races without crashing and getting injured again, not exactly the best mental state to be in when you're sat on the line between Billy Mac and Brad Anderson. I felt all along that the missing piece of the jigsaw was just confidence and with a patient approach that allowed Nez to improve gradually I was always optimistic that sooner or later everything would gel and he would put in the sort of performance we saw at Lyng.

What do you expect results wise from the 2nd part of the season?

I'd really like James to be mixing it at the front in the Maxxis. He should be running top five as he did in the last race at Lyng and although the front four are pretty much out of sight I think he could squeeze into the top five in the Championship if he has the good finish to the season which he deserves. Nez is currently sitting in 13th overall and I am looking for him to consistently be running in the top seven or eight throughout the second half of the season which should push him into the top ten by the end of the year.

By bringing Liam Garland into the team, is part of your plan to bring on youth talent?

Liam's a talented young lad and is capable of winning any race he competes in at the moment. He can learn off James and Nez and become a better rider and you never know he may follow in their footsteps one day. We all know some schoolboy mums and dads can be a nightmare which does put you off going down this route but Liam's family are easy to get on with and supportive of their son so why not give it a shot.

James Noble has probably got the most experience in the pits,

how much value has he brought to the team when it comes to bike set up etc?

We certainly have a great bike which was initially set up specifically for James and then tweaked for Nez. Stuart at NME worked with James and team mechanic Ben throughout the winter to get the best chassis set-up along with a really strong engine and both riders are extremely happy with their machines.

It has been a difficult time in the country economy wise, how have you managed to keep and bring in new sponsors?

Difficult is probably an understatement and I don't think things are going to improve in the near future. I have been fortunate to have the support of Proppa.com, Boost Drinks, Parcel2go, Spiked and Race FX along with the many team partners that make racing possible. It's not easy to get sponsors to invest in a minority sport like motocross at the best of times and certainly not in this climate, however the strength that motocross has is that it is like a community and as such it is very easy for sponsors to gain exposure to and then influence the people who make up this community. I strive to portray the best possible image with regard to the awning, the bike, pit-wear, the team website etc in order to maximise the exposure for our sponsors and will continue to do so as we work to improve the team. Title Sponsor, Adam at Proppa.com appreciates the effort we put in on his behalf and has been a tremendous supporter over the last couple of seasons. Without his help we may not have been able to afford to sign James in the first place.

I'd like to take this opportunity to thank all the team's sponsors along with team partners Acerbis, CZ Chains, Delta Braking, DEP Pipes, DT1, Fly, Forma, GET, GMX, GSP, Ipone, Michelin, NME, Nuno Laranjeira Photography, ProCarbon, ProClean, Pro Taper, Prox, Raptor, RFX, Samco, Smith Optics, Spiral Graphics, Talon and Xtrig.



Photo: Nuno Laranjeira

