



bikini fairings are allowed. Road legal tyres are mandatory – no slicks or wets – and tyre cutting is also prohibited (‘even with an axe,’ say the official regulations). Other than that, it’s just the usual safety regulations and scrutineering requirements that must be adhered to. So as you can see, all the ingredients are there for a spectacular slice of violent quiche to be served... cold...

THREE ROUNDS

The Monsters Race series in 2011 is run over three rounds – two short circuit races and one quarter-mile sprint race. At all three, the bikes, when not racing or being fettled/ repaired, are also lined up in a static display, for the interest of spectators. The riders are encouraged to adopt nicknames, some of which we’re assured are extremely witty, but we don’t know ‘cos we can’t read French. The first round took place on May 28th 2011, at Circuit Carole, in France.

Chris from Krax Moto, was on the scene and tells us all about the event.

ROUND ONE – CIRCUIT CAROLE, FRANCE

More than twenty machines were expected for the first round, and surprisingly mild weather had been forecast for Saturday – race day. Among the first arrivals was Street Monsters magazine racer ‘Ducat’ and his famous TL, with its rusty tank and hot-rod style paint. ‘JMB’ was also there with his GSX-R 1230, still shiny from the winter build. ‘Ricou The Baton’ was in the paddock too, with his Speed Triple 1050 complete with 1000RR tailpiece, all covered with a khaki green satin paint which looked great. This machine is a mixture of aggression and class that suits its rider perfectly.

The first testing session was about to begin. The engines were started and the tyre warmers removed, and the pack headed off in the direction of the track! No sooner do I have time to get trackside than ‘Ducat’ was already back in the paddock, with a swollen, bleeding knee. While he recovered, other riders were busy discovering, or rediscovering, the circuit.

Later that evening, the opportunity of a good barbecue was too much for most of the riders and their teams to resist. Other competitors arrived throughout the evening, some settling in while others slept. The night would be short for some!

On Friday morning, the wind picked up across the circuit. The temperature dropped dramatically, but not enough to calm the ardor of the Monsters Race riders. By now the 1100 GSX-Rs were present in numbers, surrounded by their little sisters; 750cc, 1000cc or newer. One observation is that the tailpiece from the RSV4 is obviously the successor to that of the R6 in the hearts of bike builders. Two Gixers were thus equipped, as was the solitary V-Max. Speaking of the V-Max, it unfortunately couldn’t race at this round, as it suffered a broken gearbox.

The first free practice sessions started and the lap times were dropping. ‘Raspo’ on his ZR-X and ‘Cool-Ti’ on his GSX-R 1000 imposed a very high rate of speed, followed closely by Chris on his supercharged CBR 945, which