



# IN MOTO

## corse

NEWSLETTER – 30<sup>th</sup> May 2010

### Silverstone –Test Day 10<sup>th</sup> May 2010

Jon “I was looking forward to testing at the new Silverstone Arena GP circuit. There is a real mix of corners with one corner leading into the next. It is especially important to get to grips with the circuit not only because it is new but there are three point scoring Superstock races to be held at the circuit this season, with two races supporting the MotoGP and one race at the BSB meeting there in September. There were plenty of sessions to dial myself into the circuit although the number of laps I could complete were limited by the length of the circuit. It is by some distance the longest circuit on the calendar at nearly 6km and a 2 minute plus lap.



I started to feel comfortable after the first few sessions but it was difficult to get into a rhythm with the amount of traffic. My lap times were improving every session and the set-up wasn't far away. We wanted to make sure that the gearing was spot on, as this will be key to getting the most from the bike. The last session was the most valuable as a lot of the other riders had decided to call it a day, which meant I almost had clear track for the whole session. Inevitably I set my best time of the day in the last session and started to find some good reference points around the track. There is still time to be found and I am confident that I have identified the areas of the circuit where I can improve."

### **Cadwell Park – Metzeler National Superstock 1000 Championship – 21<sup>st</sup> – 23<sup>rd</sup> May 2010.**

Jon "Having tested at Cadwell twice this year on the Aprilia RSV4 I hoped for a strong showing at the first of two visits the Superstock class makes to the circuit. Initially I found it hard to produce the lap times I had in testing. We reversed the changes we made to the settings at Oulton, which improved the balance of the bike enabling me to go faster than I had on the test day in second qualifying. Again I would have to battle it out in the Shoot-out race to qualify for the feature race. I got into a good rhythm straight away and got up to 5<sup>th</sup>. Unfortunately I dropped back to 7<sup>th</sup> before following another rider through into 6<sup>th</sup> on the second to last corner but got out dragged to the line. I was happy with the way the bike was handling but couldn't exploit this as it was very hard to pass in the sections where I was strong.



I had nothing to lose in the main race so I wanted to make as much progress as possible. I made a good start passing a couple of riders. I felt comfortable and was determined to close on the riders in front. Unfortunately I made a small mistake into the chicane and had to go straight on, which resulted in me losing 2 places. I struggled to get back into my rhythm and held my position to the line. It was my best result of the year but I was gifted a number of places as a result of many riders falling. I would have liked to have had more pace over the weekend but this is something I will try to find when we return to the circuit later in the year. I am now looking forward to support races at the MotoGP at Silverstone in a month's time."

*Jon #71*



### Next Events

- Snetterton 11<sup>th</sup> June 2010 – Test day
- Silverstone Arena GP - 18<sup>th</sup> - 20<sup>th</sup> June 2010

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