



TEAM **JONRAILTON.COM**

In Partnership with IN MOTO Corse Aprilia
NEWSLETTER – 28th February 2010

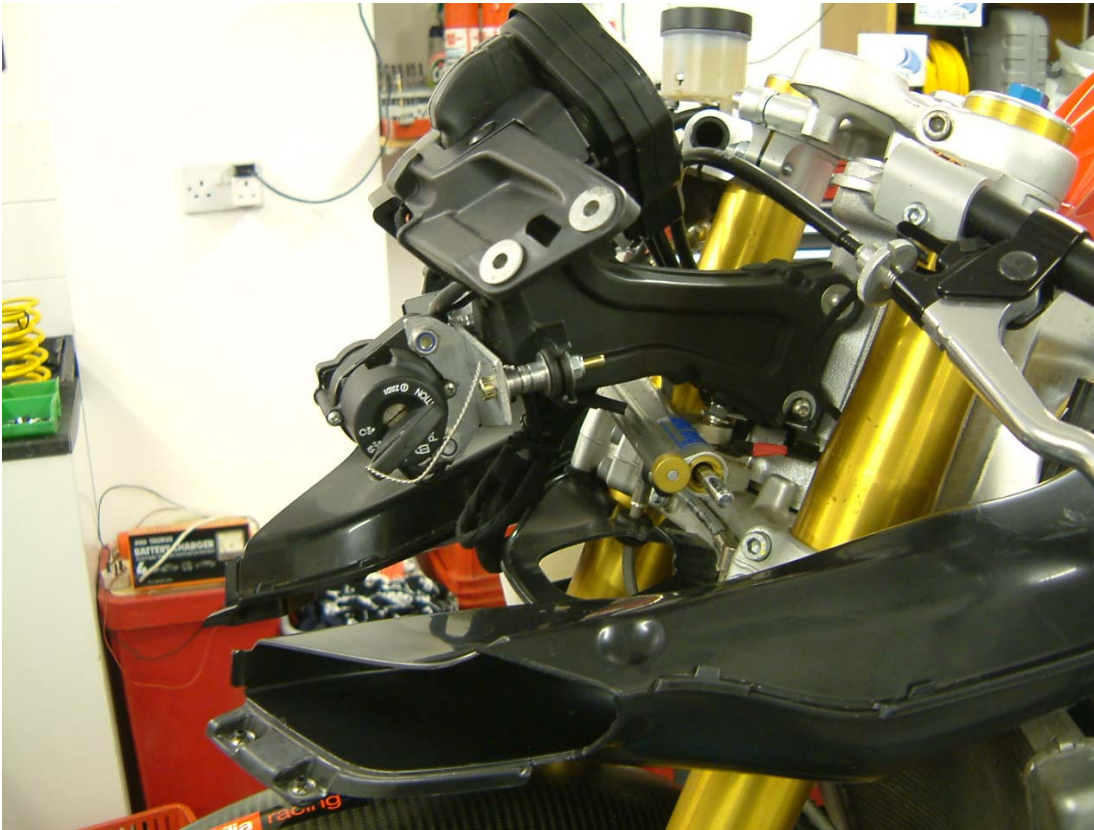
PREPARATION

The bike is beginning to take shape with the first run on the dyno and preparing the chassis for racing.

The dyno was used to get a base setting for the standard bike along with runs using a link pipe and Austin Racing and Akrapovic end cans. The Austin Racing system gave the biggest gain of over 8 bhp nearly two more than the Akrapovic. The second stage engine development after the first track day will be to fit the Austin Racing Inconel headers, racing air filter and power Commander V with a custom map which are expected to deliver another 10 bhp based on development work carried out by Austin Racing and Dynojet.



The chassis mods included reducing steering lock, moving the ignition switch to avoid damage in a crash, fitting racing fairing and seat unit, SES clip-ons and footrests and SBS Duel Carbon brake pads supplied by Auto Moto Racing. MCT resprung and re-shimmed the front forks and resprung the rear shock.



Before the second test day an Ohlins TTX race shock will be fitted again set up by MCT and a 520 chain conversion. The bodywork will also be painted by Raptor Superpaints.

FIRST TEST DAY – Snetterton - 27th February 2010

The day dawned wet and cold, so wet weather tyres were fitted to the bike and suspension softened to cope with the conditions. Jon could not wait to get out on to the track after the long winter break. The last time he rode a bike was last November at Snetterton on Roy Armstrong's 1098S Ducati in similar conditions.

The bike sounded awesome even with a DB killer installed with many spectators commenting how quick Jon was in the wet conditions.



Jon takes up the events of the day -

“Considering the weather and limited track time my first impressions of the Aprilia RSV4 Factory are positive. The purpose of the test was to blow out the cobwebs and familiarise myself with the bike. Fortunately I felt comfortable immediately and it didn’t take me long to get back into the groove despite the tricky conditions. The bike did everything I wanted it to and has a lot of potential. The Metzeler rain tyres had plenty of grip even though I had been used to Dunlop wets used on the KTM RC8 last year. It has the handling of a 600 but with more power. I am now looking forward to the next test day at Cadwell Park and putting the RSV4 through its paces in the dry! The bike should also have added performance with the developments taking place over the next two weeks. This will give us a good idea of how the bike is going to perform compared to the opposition.”

Photos courtesy of Barry Clay

Jon #71



Next Month Events

- **Cadwell Park – Test Day – 13th March 2010**
- **Brands Hatch – NG Road Racing Club – 20th & 21st March 2010**

- Our partners for the 2010 season include:

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- Austin Racing - www.austinracing.info
- Carrino Flooring Ltd - www.carrino.co.uk
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