



# **TEAM** **JONRAILTON.COM**

**NEWSLETTER – September 2009**

## **Grant Wagstaff at the Manx Grand Prix 22<sup>nd</sup> August – 4<sup>th</sup> September 2009**

Grant continued his impressive practice run with a 4<sup>th</sup> place in the Newcomers race missing a podium by 2 seconds in tricky damp conditions.

In the Junior race Grant finished 30<sup>th</sup> and 2<sup>nd</sup> newcomer home with a fastest lap of over 113mph just missing a 20 minute lap by 11 seconds in almost perfect weather conditions.

The Senior race was delayed due to bad weather and eventually started at 1.30pm. A few riders pulled in after the first lap as a result of a rain shower. Grant pressed on to complete the first lap in 25<sup>th</sup> position. Becoming more confident in the tricky conditions Grant continued to improve his lap times to finish 11<sup>th</sup> at the flag. A stunning performance in such difficult conditions.

## **Hottrax National 6 Hour Endurance Race – Silverstone – 19th Sept 2009**

The Silverstone race was split into two three hour legs with the first combined with the three hour Masters class. Grant made a meteoric start to lead the first three laps and managed a sub 1m 6s lap faster than Paul Young's pole lap two years ago set on a Supersport Triumph 675. He eventually got overhauled by the 1000cc bikes but led the 600 class comfortably after the first hour to handover to Mike Eglington. Mike held station until he had to take avoiding action to miss a fallen rider and ended up in the gravel trap. He came straight into the pits to have the gravel removed which had filled up the belly pan. This lost the team 2 laps and Mike pressed on to pull back some of the deficit before he handed over to Martin after the second hour. Despite running on a rear tyre that had already seen better days Martin set a good pace to overtake the leading 600 before handing over to Grant. The team decided to refuel and change a rear tyre before the end of the first leg to avoid an early stop in the second. The rules required that the rider finishing the first leg would have to start the second so Grant completed the remaining laps before the break.



Grant again made a good start in the second leg which combined with the Junior class to cross the line third overall and first 600. With one of the leading 1000cc runners suffering mechanical problems the team were elevated into second place overall and began to stretch their advantage over the pursuing pack. Grant handed over to Mike with a two lap lead over third placed Moores Racing. All was going to plan until Mike was taken out by another rider as they negotiated the complex. Martin managed to rescue the bike while the medics attended to Mike who fortunately only suffered minor abrasions. The team decided to retire as the bike needed too much work making it impossible to recover the lost time.

A disappointing end to a highly successful season. The decision to revert to Superstock specification engines with upgraded suspension proved to be a perfect combination as the bike ran faultlessly all year with improved lap times coming from the WP suspension set up by MCT.

## **Silverstone – Focused Events KTM RC8 Super Cup Round 14 25th – 27<sup>th</sup> September 2009**

I tested at Silverstone two weeks before the BSB event and took the chance to try out a Honda CBR1000RR kindly loaned to me by Jon Paine. I did three sessions on the Honda before riding the KTM. I found the Honda very easy to ride and lapped quicker than I had done last year on the R6 on my second outing. The main difference between the Honda and KTM was the sheer speed. The Honda with 175bhp felt like a missile in comparison even at 12000rpm which was my limit for the test. The brakes were not as good as the KTM and would need work to improve. All in all, the Honda would be a good choice if I am able to compete in the Superstock 1000cc championship next year. I ran the KTM for the last three sessions and the handling felt perfect which allowed me to improve my lap times in each outing to post a best lap time in the low 1m 34s bracket.

Following the test I was feeling confident heading into the final round. I wanted to get out early in the first free practice session to get a clear run to work on improving my times from the test. I was consistently in the low 1m34's and managed to post a best time of 1:34.0 which put me 4<sup>th</sup>. I was fairly pleased but felt I could make improvements. Qualifying was held on the morning of the final championship race on Saturday. I wanted to get onto the front row to give myself the best possible chance in the race. The conditions were good but the wind was fairly strong so the times were expected to improve. I headed out at the beginning of the session behind Pauli Pekkanen but I was finding it difficult to stay with him. I just didn't feel completely comfortable on the bike especially in the high speed corners. I was suffering from chatter both front and rear which was difficult to ride around. I was finding it very difficult to run the times of the front runners and could only manage a 1m33.5s lap which put me 6<sup>th</sup> overall and 1<sup>st</sup> in the cup. I was a little disappointed after my recent form but I had more to come as I was not feeling 100% with the bike. We made a few changes but with no more track time before the race I didn't have the chance to confirm whether or not the settings would have the desired affect.



The race was run over 12 laps so it would be important to get a good get away. I got an average start and ended the first lap in 8<sup>th</sup> but was on the tail of the first group. I was pushing hard to make up time and places but the times were very close and nobody could make much progress. I still wasn't feeling totally comfortable and couldn't push the bike any harder without taking unnecessary risks. I managed to hold off Kelvin Reilly but couldn't make any progress on the riders in front. I did cross the line in 7<sup>th</sup> following James Edmeades's unfortunate trip across the grass. I was disappointed knowing the bike had more to offer with a better set-

up. I did win the cup class and closed to within 3 points of winning the championship.

This would not be the end of racing for 2009. We still had a non championship race which was held on the Sunday. Further changes were made for warm-up which gave me more confidence in the affected sections of the track. I was 2<sup>nd</sup> fastest which set me up for a better race.

Photo courtesy of Garry McCord



The grid position for this race was decided by a ballot and I drew seventh for the unusual Le Man start. Having competed in a number of endurance races I was well placed to make a good start. The experience paid off and I leaped into 3<sup>rd</sup> at the first corner. I moved quickly into 2<sup>nd</sup> having unintentionally sat up Richie Thornton going into Becketts and latched onto the back of James Edmeades who had been setting the pace all weekend. I felt much more comfortable and held onto 2<sup>nd</sup> for the first few laps. Kelvin Reilly made his move followed a few laps later by his teammate Pauli Pekkanen. I found that I could run the pace and remained

in the battle for the lead with the four of us pulling a big lead on the next group of riders. The changes we had made allowed me to get more from the bike and I felt in a strong position. With a few laps to go we had closed right up and I was focused on passing Kelvin for 3<sup>rd</sup>. Unfortunately a back-marker got in between us at the beginning of the last lap. This gave him that slight advantage and meant I would cross the line in 4<sup>th</sup> 3 seconds behind the winner. This was my best result of the season and I was pleased that I could run the pace of the front runners and was in with a chance of a podium right to the end. I had also at one point set the fastest lap time of 1m33.1s which was the 3<sup>rd</sup> fastest time of the race just one tenth slower than the fastest time set. It would have been nice to end the season on the podium but it was still my best result and performance so a good way to end the last race of the year.

Congratulations to Dave Wood the overall championship winner and Sam Bishop for taking the under 25 Cup after a hard fought battle all season.

I would like to say a big thanks to everyone who has contributed to making the season so enjoyable and successful. In no particular order they are:

Rod and Jason - Fowlers of Bristol

Paul - Bohn Body Armor and Huntingdon Business Centre

Robin and Simon – RS Workshop Equipment

Richard - KTM

Martin – Ducks X Racing supported by Carrino Flooring Ltd

Steve – Rushlex Group

Barry – Splash motorcycles

Steve – Raptor Superpaint

Pat – Dunlop Tyres

Paul – SES

Darren – MCT Suspension

Grant Wagstaff

Ian Walker

Russell, Jez, Kelsey and Graham from the endurance team

Jon Paine for lending me his Fireblade

Uncle Nick, Roy, Wull and Jon Jessop - photographs

Roll on 2010!

# Jon

## **Next Month Events**

- **TBA**

Our partners for the 2009 season include:

- Fowlers of Bristol – KTM RC8
- Own brand Weise leathers and gloves, Spyke boots and HJC Helmets.  
[www.fowlers.co.uk](http://www.fowlers.co.uk)
- Bohn Body Armor – [www.bohnarmor.com](http://www.bohnarmor.com)
- RS Workshop Equipment – [www.rsworkshopequipment.co.uk](http://www.rsworkshopequipment.co.uk)
- TBA – Engine protection.
- Rushlex Group –Protective Industrial Coatings Ltd and Cambridge Coring and Flooring Ltd -  
[www.rushlex.co.uk](http://www.rushlex.co.uk)
- Huntingdon Business Centre – [www.huntingdonbusinesscentre.co.uk](http://www.huntingdonbusinesscentre.co.uk)
- Splash Motorcycles – [www.splashmotorcycles.com](http://www.splashmotorcycles.com)
- Ducks Cross Racing Team backed by Carrino Flooring Ltd.
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- SES – [www.saundeng.co.uk](http://www.saundeng.co.uk)
- MCT Suspension
- Grant L. Wagstaff Building Contractor.
- R&G Racing - [www.rg-racing.com](http://www.rg-racing.com)
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