



The brand new track in South Australia produced some good results for the team and I for round 3 of ASBK. The Bend being a brand new track and only had one car race on it meant that the grip levels were not very high. There was issues with tyre wear for some teams but we had it pretty nailed and got really good tyre wear all weekend. There was a 2 day test a couple of weeks before the round and we used that to mainly learn the track and learn how the tyres were reacting. We had good tyre wear at the test actually the best in the Supersport 600 class almost. But the track did change a lot in them couple of weeks from when we were testing there. That had one car race the weekend before ASBK headed there, and that really made a difference. There was more grip and the tyre wear was even better as the cars had laid down some rubber on the track.

The four day weekend started on Thursday with two 30 minute practise sessions. We were a little bit off the pace Thursday and making suspension changes to try to make the bike handle better aswell. We made good progress with the bike setup but I still had a lot of work to do on Friday if I wanted to move up positions.

On Friday there was one more 30 minute practise before qualifying one later that afternoon. I felt much better in the third 30 minute practise and got a new PB of 2min01.166. We were having a little trouble with the front on Thursday and we really worked hard to try to resolve those issues in our last practise session. The bike felt better than what it did Thursday but there was still work to be done. We made a few small adjustments before qualifying 1, and thankfully they paid off and the front was much more stable. I went out hard for the first three laps to try and get a good time in and still have some tyre left. With 10 minutes left in the 30 minute session I headed out again to try and better my lap time that I set on the second lap of a 2min00.533. I did not have that many laps were I had clear track ad that made it hard to get into a rhythm. I found myself with a couple of laps with clear track but was still unable to better and my time. On my last flying lap at the end of the session I was on a hot lap but unfortunately got held up on the second last corner and lost all the hard work I just did. My best time from qualifying 1 was a 2min00.533 this put me 12th on the grid with one more qualifying Saturday morning before race 1.

It was wet overnight and the track did not dry out in time for the Suspersport qualifying 2 and was only fully dry for the last 10 minutes. We knew it would have been harder to better my time as the track would have been colder with less grip. So we decided to stay in the pits and keep an eye on the times. I remained in 12th position after both the qualifying were finished and that was my grid position for the remaining three races.



In race 1 Saturday afternoon I got a really good start from 12th and moved up to 6th on the first lap. I was able to hold sixth for the first five laps. I had pulled a small gap over the next group behind me. Riding by myself, slowly I was getting caught by two riders and on lap 6 they used the slip stream advantage to pass me into turn 1 after the 1 km long straight. I made a mistake which costed me two seconds and with one lap to go it was going to be hard to catch back up. On the last I pulled back 0.5 of a second but it wasn't enough finishing 8th and 1.6 behind the two that passed me. This race was still my best race for the weekend as I went the quickest I did all weekend with a 1min59.726 and finished inside the top 10.

In race 2 on Sunday the track was slightly colder as it was early in the morning. We made some suspension changes to try and help the bike in the colder track conditions. These changes did not help me and I had a few close calls with the front of the bike almost letting go on me. I was able to again get a really good start and moved up to 6th off the line. With the first lap being so hectic I didn't know what to expect. Coming into turn 6 which is a tight left hander after a fast 4th gear kink I had someone hit me from behind. Luckily I stayed on and only ran wide giving up a few places. I fell back and also lost drive coming out of turn 6. I lost another position going into the next corner because of the speed lost coming out of turn 6. After lap one I was in 9th and held 9th for two more laps. But then lost a position falling back to 10th. With all the chaos going on in front of me there was a rider that was pushed off track and that moved me back up to 9th. I had a good six second gap to the next rider and finished 9th for the race. After having front end trouble 9th wasn't a too bad result.

The last race for the weekend wasn't a too bad of a race either. With my starts boosting me up every race I was again in 6th into turn 1. By the time I got to the end of the last lap I was in 7th and had three riders right behind me. Two of them got pass on the second lap and I was able to hold the other rider for the next two laps. With another front end slide around turn 6 I knew I was on the limit of the tyre. This allowed the other riders to pass me moving me back to 10th. I held this position with a two second gap over the next rider and finished in 10th for the last race.

The third round of the Australian Superbike Championship went really well for us and we achieved our goal of a top 10 finish. I walked away from the round in 7th overall and moved up two places in the Australian Supersport 600 championship into 9th. The team worked really well all weekend they all deserve a massive thanks. Without the support of my sponsors I would not be racing the ASBK. The amount that they all put in to help us out in in amazing.

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