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www.jedmetcherracing.com.au

MTM-RT Motorsport/Jed Metcher Round 9, Magny Cours France STK 600 Championship.

Magny Cours just south of Paris in France was the setting for Round 9 of the always exciting STK600 championship and also the place where my career in this class started close to a year ago. This would be the first circuit of the year that I had actual race experience on, although the biggest change was probably the weather. Summer has hit Europe a little later than expected bringing some unusually warm weather for this race weekend. Due to only having a 15 point advantage in the championship we knew that the task at hand would still be a challenge, so this round was treated like any other- the main objective would be to go for a race win!

Friday practise went perfectly to plan! We only completed three on pace laps, which left us on top of the pile at the sessions end. One strategy that has worked very well for us this year is to not put many laps on the tyres in the practise in order to assure a good provisional qualifying position in qualifying 1.

Our First qualifying session proved to be more difficult than we had first expected. As the pace became faster some small issues began to occur. A combination of our small issues and a lack of grip in the famous Adelaide hair pin caused a small but very inconvenient crash. This broke the session up and

hindered our crucial suspension set up time. Although the team did an incredible job to get the bike back out on track I did not have full confidence to push for a fast lap.

Using from the mishap in Q1 to find a better set up was crucial for qualifying two. After many adjustments and a few laps to get the confidence back, the decision was made to place new rubber on the bike in order to have a shot at a front row start. My initial laps were fast enough for 3rd position, but as the time counted down so did my position on the grid to 5th. With three minutes remaining in the session we decided to give it another stab, the first flying lap was not an improvement but with 1 minute to go the MTM-RT Motorsports Yamaha R6 crossed the line for one final attempt. The first sector was red meaning that we were under the fastest time, the second and third sectors were also red. At the time I did not know that was slightly up on the pole position lap, as I approached the third last turn being the most problematic of this circuit for me I unfortunately over stepped my breaking marker and ran very wide losing our fastest lap of the weekend. I have learnt this year that the fastest laps I have completed have all been very relaxed. Yet when you are pushing hard you need to try not to get sucked into the moment, this is a skill on its own! 5th position was not ideal but made me hungry to improve in the race.

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A beautiful sunny afternoon with perfect conditions made a great setting for the race start. I made an ok start and managed to stay out of trouble in the 250km/h to 50km/h hairpin that usually causes issues. After dealing with these two obstacles I emerged in 4th position with the race plan being to finish ahead of “Day” and “Lanusse” two riders still in with a chance at challenging for the title. These two riders were ahead until most of the way around lap two, where “Lanusse” crashed just in front of me. Next goal was to move ahead of Day. We managed this on lap 4 and here started an 8 lap battle for second position. One of the most difficult battles I have been in, changing position at least two times each lap. It all came down to the 3rd last breaking area where I managed to make a hard pass followed by some very defensive lines and a photo finish for 2nd position.

Another podium and a lead of 19 points in the championship has been a credit to the MTM-RT motorsports team.

I would like to thank everyone who has supported the MTM-RT Motorsport team.

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Margherita **Pizza**

Warrandyte Cafe

SLGRAAFICS





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