

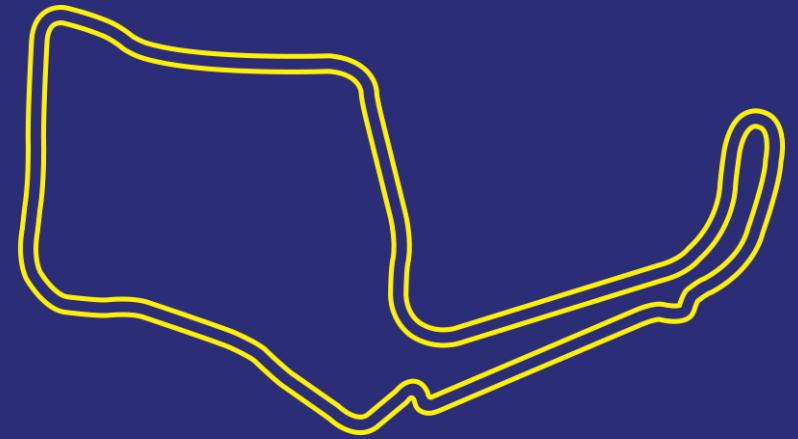
**Brad JONES**  
TWELVE



**CADWELL PARK //**  
**ROUND 8**

**12**





For round 8 of the British Supersport Championship we headed North East to Cadwell Park situated in the Lincolnshire countryside. Cadwell is famously known for 'The Mountain', this is just one of the thrilling features of the circuit. The circuit is made up of 18 corners, all of which have their own unique technicality which is what makes the circuit challenging but rewarding!

As always, the goal for the weekend was to bag as many points as possible and take my maiden victory in the Supersport class. Cadwell is one my favourite circuits on the 12-round calendar. Good memories there and more recently in 2018 it was where I got my first podium of the season. Therefore, going into FP1 and the weekend I was feeling focused and relaxed.

FP1- with the forecast for the afternoon looking wet, we knew we had to make the most of this dry session because it would be the only dry data we could gather before into qualifying on the Saturday.

With a set up based off Oulton Park, we were set to go! We used a set up similar to Oulton Park because the tracks have similar features and with the teams knowledge, they have discovered over previous seasons that the set ups generally compare very similar at the two circuits.

Session commenced; my opening two laps felt good just settling into my rhythm. However, coming onto the start straight to begin lap 4 I was slipstreaming the Gearlink Kawasaki at the top of 4th gear at 132mph when suddenly his bike cut out.

I was sliding up the road at a very high speed before I knew it, a heavy impact and small impact to my head left me feeling second hand.







Fortunately, the bike wasn't badly damaged. I managed to get back to the garage fairly quickly and so did the bike. The team did a great job in fixing the bike in about 10 minutes, this meant I could be back and complete the remainder of the session. However, I did two laps and just didn't feel right in myself therefore I decided to pull in and go back to my motorhome to rest for a few hours. This wasn't the start to the weekend that I wanted but it couldn't be helped and I just had to rest and reset.



FP2- as predicted the weather forecast was correct, and the heavens opened. At this point I was feeling very sore and still not quite right.

But, the boys got the bike prepared for the wet and I decided to get some laps under my belt to make sure the bike was ok after the high speed off and also just to reacquaint myself with the bike.

Throughout the session I didn't push, the plan was just to run some laps and bring the bike back in one piece and I did just that.



Qualifying- going into qualifying it felt like FP1 to me, in a way that's how we treated it. With missing many dry laps in FP1 we never gathered any data from that session. The opening 10 minutes of the session I just wanted build into it to make sure the bike was 100%.

It took me a while to get going, taking me 9 laps to break into the 1:29's I felt like we had some work to do. In my first pitstop, it was crucial we took the data from the bike and were thorough in reading it to make sure we improved so I could secure a front row on my second new rear tyre. Softening the rear and stiffening front meant we were ready to go for the remaining 12 minutes. I felt that to improve the rear end feeling we needed some different valving in the rear shock, however during the session we didn't have time for that. I needed a valving that would give the rear end a hard feeling at the top of the stroke and then allow it to sit through with some support.





On my second lap of the final run I posted a 1:29:398, this was enough to secure the 3rd fastest time putting me on the front row which was the plan. Although, on my final laps of the 30 minute qualifying session I could still feel we needed to improve the rear end feel.

The feeling I had was that from the first touch of gas the shock would crash through it's stroke and then create movement which would then generate spin. With the different valving set up I felt that it would help give the rear end more support and a more controlled motion when it would go through its stroke.



Race 1- sitting on the grid in P3 staring down to turn 1, I was feeling a little bit sore from Friday's events but as ever raring to go for the 12 laps sprint race! With some big changes to the bike, one being the valving in the shock and also the gearing to give me more drive off some of the turns, we took a gamble but one we were very confident would pay off. Lights on, light off...a great jump off the line and a level pegging charge into turn 1 with my teammate. Coming out in P2 I used this as a great opportunity to dig in and try and run Jack's hot pace.

On the opening lap I rode a little bit defensive just to make any chance of an attack more difficult. This seemed to work as at the end of lap 1 I was in P2 tucked in behind Kennedy but with Ryde hot on my heels. With the top end speed of Ryde's moto 2 machine he motored pass me.







I decided to sit in behind to see if he had some pace that would pull us up to Jack, but after 3 laps that wasn't the case, so I made a late but tidy block pass at the bus stop chicane to re take 2nd place. By this stage Jack was out of reach. However, I had to focus and hit my marks to try and break away from Ryde.

Lap by the lap the gap went up fractionally but just enough to make my position safe meaning I could take a steadier final lap to finish 2nd making that my 15th podium of the season and eight 2nd place of the season.





Race 2- With some great data from race 1 and a very productive post-race de brief we made some further big changes for the 16-lap feature race. My plan for this race was to try and break Jack's rhythm so a good start was vital. Grabbing the holeshot made the perfect start to the race. Similar to the sprint race, I rode defensive on the opening lap and held the lead heading into lap 2.

On to the back straight and the Wee Wizard Alistair Seeley used the benefit of the slipstream and came by me, as did my teammate using the benefit of the double slipstream. However, they both out broke themselves which I took full advantage of re-taking the lead and holding the advantage to end lap 2.

It wasn't long and Jack nipped past, again I wanted to take the fight to him and felt I was in a good position. Digging in and not letting him get away I posted a new personal best of a 1:28:9 which was just 0.2 off the lap record.



5 laps to go, unfortunately Jack had begun to break me and I was finding it hard to make up some ground on him therefore I decided to settle as I had a big gap behind me and I felt 20 points was a great haul for championship. With another 2nd place that took me to my 16th podium of the season maintaining my 100% podium record.

An eventful but rewarding weekend, I am now fully focused on Oulton Park and aiming to make some interesting racing battling for the win!





**THANKS  
FOR ALL  
YOUR  
SUPPORT!**

**NEXT UP  
ROUND 9 //  
OULTON  
PARK**

