

SEPTEMBER 2023

To our valued Friends and Followers

Apologies for the delay in sending this. We've been very busy re-booking a follow-up trip to Phillip Island 8-11 Oct, to continue development.

Since completing the bike build, we have made giant leaps forward and that continued on the weekend of 15-17 September, at Victoria's Phillip Island GP track.



We had an excellent 3 days of development.

The Preston Motorcycle Club were very generous in providing us track time during the VIC State Championships where, with no other appropriate class for the Moto2 765, we were placed in the Formula Sport category. A mixture of bikes and riders with a range of racing experience.



Mark Carlsson Lead Mechanic (left) with Guy Williamson – Crew Chief

We were happy to start from pit lane, comfortably out of the firing line, while we learnt how to set up the bike. We needed to crawl before we could walk.



Unsurprisingly, there is literally no-one in the world who knows how to setup this bike's suspension, for racing; including us.

We have been incredibly fortunate however, in attracting some very experienced technicians who have given us their time and experience, even walking away from their businesses and travelling to Phillip Island with us from Thursday early AM to the following Tuesday night. Incredible people offering incredible support.



A good friend of the Carlsson family is Andy Offer, a K-Tech suspension expert who's experience and advice is incredibly helpful to our development.



Andy Offer and Jordan discussing data results and suggested 'fixes'.

The first session got off to a bumpy start as the bike exited the garage it cut out. Stopped dead. After a couple of frustrating hours, searching for a wiring harness fault the issue was traced to a faulty on/off button in the STM 5 Button selector. The dash would not scroll either – another STM button. Very disappointing as that's 3 of the original 5, that have failed us.

After a few sessions however, we had made quite substantial headway with Jordan gaining more and more understanding and confidence he was hitting 280 on the straight – still 20kph off the pace, but he's feeling good and just needs more track time, now.



In the final session of the day Jordan was confident enough to start from the grid, away from the slower riders who had started to cause interference soon into the pit lane starts. Hopefully this would provide some free air to get a good number of quicker laps.

<https://vimeo.com/868564741>

Our very first grid start 😊 Loud and fiery!

Very pleased with that, as Jordan had never attempted a standing grid start before!

Head down, he was off, powering through Doohan corner, tucking under other bikes (as the TS³ is won't to do) into the Southern loop, Jordan came up against a pack of unexpectedly slower riders already braking, while he was still on the gas. Taking evasive action, he headed to the grass. No harm done and a realisation that we'd made huge progress this weekend, and still upright, to 'fight' another day.

There is still a lot of work to be done to balance the bike, and that is the focus now as we head back next week for 2 more Phillip Island Ride Days – October 9 and 10.

I'll report back after that trip.

MOTOGP 19-22 October 2023

The Australian Grand Prix Corp (AGPC) have invited us to exhibit the bike at the GP Expo. A huge opportunity to showcase the MotoInno TS³, only exceeded by the acceptance of our request to perform some exhibition laps on the Grand Prix Circuit during the GP weekend. We have the backing of Dorna and the support of the AGPC who only now need to formalise it between themselves and sort out how we move the bike from Expo to track, overcoming the vehicle movement lockdown that is usually in place during the race day. Mere logistics – we hope! :-/

Thank you for your support and encouragement.