



track talk



RODNEY JANE RACING NEWSLETTER ~ ISSUE 6 ~ 2010

Jane got off to a clean start in race 1



Melbourne's part-time horse racing circuit, part-time motor racing track played host to horsepower of the four-wheeled variety at November's Norton 360 Challenge, the site of the second-last round of the Fujitsu V8 Supercar Series.

One of the shorter circuits on the championship calendar, Sandown is also one of the most challenging.

Two long straights connect a complex series of turns where good car handling is important. Power down is a premium; drivers must be able to make best use of the horsepower available in order to get good traction, and top speed.

High curbs and savage drop-offs add another element into the mix. Tyre damage is a significant problem if a wheel falls the wrong side of the ripple-strip or slippery concrete sections.

Rodney Jane and the #777 Falcon entered the round placed sixth on the standings following a consistent run of results at Bathurst.

Jane turned 22 laps in opening practice to set a solid base for the weekend. His 1:13.200 effort was ninth-fastest.

Good gains were made in the second session. Jane's best effort, while still ninth fastest, was close to a full second faster than his early benchmark.

Saturday's 30-minute qualifying was a tough one struggling with braking Jane and team mate Tim Blanchard couldn't get their new brake pads ot work having just moved to a new compound and after 19 laps and plenty of traffic interruptions the Bob Jane T-Marts Falcon fell shy of expectations with 13th fastest.





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Heading up the seventh row of the grid, Jane got off to a clean start in race 1, but soon had his progress halted as the safety car was called just 3 corners into the race.

The car #777 pilot put his head down and was able to make up 4 positions in the race, re-starting well after a second safety car period to come home in 9th.

Race 2 saw the reverse grid format come into play, always a recipe for disaster in the tightly-packed field.

Jane started well from third on the grid, and brushed off light contact from behind from Drew Russell.

The straight-line speed of his car was evident on the front and back straights, and he was able to position himself well for a passing manoeuvre early in the piece.

Forced slightly wide at the end of a run on the back straight, Jane minimised loss of position and slotted

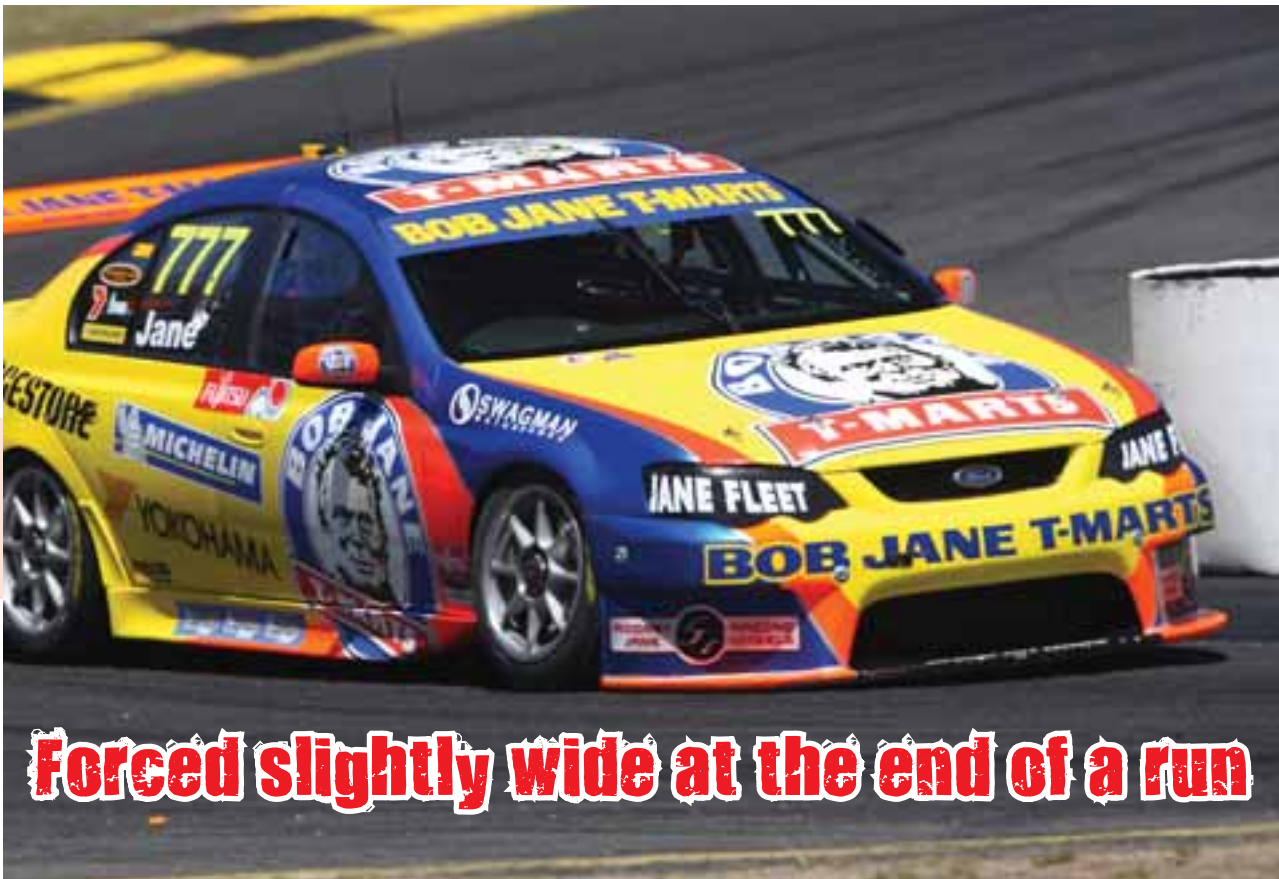
comfortably into sixth, a position he maintained for the remainder of the 15-lap race.

The final race of the round didn't all go to plan, with Jane muscled out of the way on turn 3 of lap 3 by a charging Nick Percat who pushed him over the curb, Jane had to almost stop to miss the fence.

A number of cars pounced on the Bob Jane T-Marts Falcon as it made a slow exit from the grass verge, and when order was returned it sat in 13th.

Jane made back a place to finish 12th for the race, and claimed 167 points for the round - eighth overall.

Despite this late setback he was able to maintain his sixth placing in the championship, and is still within reach of fifth as the final round, the Sydney Telstra 500, approaches.



Forced slightly wide at the end of a run

