

Welcome to ***Jonty Dixon Racing***

Do you want to be part of a proven winning team with a rider with genuine and realistic 2010 title aspirations? Do you want to capitalise on the public and media exposure that such an opportunity would bring you? With Jonty Dixon Racing you can.

Jonty Dixon Racing is proud of its ongoing relationship with its sponsors and for 2010 is looking to establish new partnership to bring further success to all involved. We want our sponsors to play an active role in the team, to feel as if they are part of the success. We also want to offer you a sponsorship package that works for you.

Please take a moment to browse through the pack. We are currently offering advertising for the 2010 season and this pack contains details of the opportunities available, a breakdown of general costs and an outline of my racing background. For more information you can visit my web site www.jontydixon.co.uk or you can call me on 07900677780.

The most important thing is what you or your company can get from this opportunity. We offer a different kind of advertisement in return for your investment. There are different ways we can advertise your company that you cannot get from other advertising opportunities, all tailored around the amount of support you are willing to commit.

For example, on-bike advertising decals and clothing badges are only the start of your involvement. In Jonty Dixon racing you are backing a well known brand. The website attracts a huge amount of visits every week and with links to your own site and even a page of your own on the site if you wish you could capitalize on this exposure. We are proud of the relationships we build with our sponsors, with you a part in the team. As such, you can attend all the test days and meetings and bring guests/clients for a day out to impress. Both bike and rider are also available for company corporate days and with 7 years instructing experience we can even help improve you or your customer's performance on track, with days out at race circuits. The options are endless and if you wish to discuss an idea please give me a call.

Any investment is valuable to the race team and the more funds we can raise the more competitive we can be. Some of the costs listed are high and therefore we are not necessarily looking for coverage from just one company. However, with an opportunity like this there are no set rules or regulations and all ideas can be considered, regardless of how large or small your involvement. From full unique branding opportunities, through tyre sponsorship for a season or merely a one off donation, we can make our success your success.

Thank you for taking the time to look, I hope you enjoy the rest of the pack. If you feel that this could be of interest to any other party it would be great if you could please pass them this information.

2010 Plans

During 2009 we have proved to be a front runner in the Endurance Racing Scene with three 2nd places and one victory - in 2010 we are looking to expand on this.

We will be joining the already successful TM72 team racing along side established Endurance Rider Andy Mcknight. TM72 are the reigning Michelin Challenge cup Champions, they finished 3rd in the 2009 Masters Championship and were the senior Champions in 2008. Visit the team website www.tm72.com for more details

Endurance racing is a team event with 2 riders and a very important pit crew, the race is over 3 hours with pit stops and team strategy being all important. The start is a Le mans style sprint across the track which is very exciting for both riders and spectators.



We are looking for tyre Sponsorship

This is around £300 per meeting.

We are also looking for Fuel Sponsorship

This is around £150 per meeting

If you feel you can help with this please let me know

Rider Details

Name: Jonty Dixon

Emal: jontydixon@hotmail.com

Phone: 07900677780

Website: www.jontydixon.co.uk

D.O.B 19/05/75

Born: Kings Lynn

Lives: In Norfolk near Snetterton Race Circuit

Started on track days: 2000

Started Racing: 2002

1st Win: 12th Oct 2002 Snetterton

Best Win: Winning at Oulton the day after my son was born!

Greatest Achievement: Lap records at Pembrey and Oulton Park on the Honda Hornet

Future Plans: To take the Team to British Level Racing

Favourite Circuit: Oulton Park

History: My brother raced sidecars at a very high level from 1992/3 and I followed him around the circuits including the TT for many years before decided to have a go myself in 2000. The main aim of every race meeting and track day we attend is to have fun, winning is a bonus!

Racing heroes: Too many to list but Chris Walker is always number 1.



Jonty Dixon

2002:

Runner up in FRM Pro Bike Novice Championship
Man of the Meeting at Snetterton with 2 race wins and 4 best novice finishes
Won end of season award for 'Special Achievement'

2003:

Various New Era Club and Superclub races

2004:

New Era Superclub CB500 Champion
Man of the Meeting at Brands Hatch
1 Pole Position, 9 race wins, 10 podiums (at Superclub meetings)

2005:

Runner up in New Era Superclub Honda Hornet Championship
2 Pole Positions, 2 race wins, 13 podiums (not including 2 wins)

2006:

New Era Superclub Honda Hornet Champion
4 Pole Positions, 10 wins, 8 podiums (Not including 10 wins)
Lap record at Pembrey and Oulton.

2007:

3rd in the New Era Superclub Sound of Thunder Championship.
3 Pole Positions, 2 race wins, 11 podiums (not including 2 wins)
4 DNF's. (2 Crashes. 2 mechanicals)

2008:

Various Superclub/MRO/Derby Phoenix rounds in both power bike and SS600

2009:

MRO Powerbikes Currently 7th in Championship. Endurance wins and podiums. Various other club meetings



The Bike: Suzuki GSXR 1000 K8

Engine size: 4 cylinder 1000cc

Engine tune: Stock Engine

Exhaust: Full aftermarket exhaust fitted

Electrics: power commander fitted

Suspension: Ohlins TTX rear shock and K-Tech 20mm kit forks



2009 Season Summary

For our first year in the Powerbike class we went in at the deep end with the MRO championship.

This is an open class for any bike and rider to compete in, including professional riders if they wish to enter. It is also a class that attracts lots of BSB riders as we ride the same circuits and there is nothing in between the MRO and the BSB paddock, making the MRO a very high level championship.

This year there was no stock class, meaning that the standard bike I ride is pitted against full spec ex-BSB machines with traction control, launch control, full data logging and teams that are well practised in setting up and using the machinery/chassis and tyres available to them with copious amounts of data for each circuit from extensive testing.

At the first round, which was a well attended meeting with lots of wild cards, we qualified outside the top ten but by the end of the weekend we had broken through to 8th. Next round we qualified top 5 and finished top 5, however we were taken out in the 2nd race and damaged the bike beyond repair on the day. With no spare bike we lost 2 races.

Round 3 saw me not finish the first race as we had no testing time after the last big crash and unseen damage ended the race. I was in 2nd place in the next race only to hit some oil and highside from a certain podium position. Another 2 races not finished.

Next round at Snetterton saw more wild cards entered and I was running well into the top ten but again high-sided out of 4th place missing more points but finishing well in the other races.

For the next few rounds we were running on a very dented budget after the crashing but we still ran in the top 10 and improved every time out. It took a bit of luck with some endurance rounds to get me the track time I needed and my confidence back again and with a win and a few podiums I was back on track. To top things off we got a well earned podium at Cadwell Park at the end of year Inter-Club meeting. Due to financial constraints we were unable to attend the last round at Thruxton.

So all-in we missed 7 races this year and still got 8th in the championship, only 37 points off 5th (I would only have needed 5 points from each race to get 5th) and getting quicker every time out. We put in some very decent lap times and battled with some well known top name riders proving myself to be a podium contender at any circuit.