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AMA Pro Sports Rider Mikey Avila Rides The Vaunted Springfield Weekend

Springfield, Illinois, June 1, 2010: Hey everyone! My team, Mack Daddy Racing and I just returned from the Springfield double header. Saturday night was the TT and Sunday was the famous Springfield Mile and what an exciting race the Pro Singles race that was!

My Dad and I flew into St. Louis late Friday afternoon, spent the night and got up early the next morning to take the short drive to the track. I was really anxious to get there, see the TT track and put in some laps.

I struggled in the first practice on the TT track and was only 20th fastest. I came in and we made a lot of adjustments to get the bike hooked up out of the corners. Mike Boughner helped me a lot with the suspension and the result was that it worked great. For the final qualifying session I ended up 11th overall, which was okay.

In the heat race I was on the very outside so I knew I was going to have to nail the start and get to the inside immediately. As soon as the light went green, I slipped the clutch and got a killer drive off the line and was in third place coming off the jump. I was right behind Tyler O'Hara and Brad Baker, two really fast TT riders. About half way into the race, Tyler made an aggressive move going into the right hander and attempted an inside pass on Baker, but Brad shut the door and Tyler hit the hay bale and stalled. That allowed me to take over the second position and remain there for the rest of the heat.

After the heat race, we made some gearing changes and twisted some clickers on the suspension for even more traction. When the main rolled around we had a perfectly-prepped the track and the moisture had come up as the night went along to make it even better. I was lined up forth over from the inside, not exactly where I wanted to be. I got pinched off in turn one and exited in about sixth place. I made some mistakes around the halfway point and fell back to ninth at the finish. I was a little frustrated but I made valuable points for the long season.

The next day was the Springfield Mile. I was extremely excited about this because I knew we had a fast bike and I like the big tracks. In the free practice I was out fourth behind Carver, Beach and Baker. I couldn't catch their draft but was still gaining ground on them pushing wind. That's when I knew we had a huge chance at winning this thing. In the first qualifying session the track had slicked off and traction was a little harder to find. JD and I managed to get out together and use each other for drafting partners to make a fast lap.

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I was making some test runs down the front straight seeing how late or how soon I could pull out of the draft and make the pass at the finish line. After pulling off of the track I rode up to the screen and saw I was in second behind Carver by three thousands of a second, which isn't much at all. After the last session of qualifying I dropped one spot down to third, with Beach on the pole.

In the heat I finished second right in front of Shayna Texter. She made a move down the back stretch but I railed the outside of turns three and four and passed her back and got a good enough drive for her not to pass me at the line.

For the main I was hoping that there would be a group of four of us that would pull away and lead the race, but the exact opposite happened. Right off of the start in the middle of turns one and two I almost high sided off of another rider's rear wheel and I had to let off the gas and check up. I lost about five positions going down the back stretch. However, I found a line way up high in three and four and passed them back and was in third going down the front straight for the first lap. Then going down the back stretch I set up the draft and pulled out and once again went high and found a fair amount of traction and took the lead coming out of four. But as soon as I found the lead I lost it the next lap and dropped down to about 8th or 9th.

We were all running ridiculously close the whole entire race. Just about every lap we were going four or five wide in the turns. Going into turn one I went up a little too high and got pushed really wide on the exit and clipped the wall, I thought for sure I was going down but managed to keep it on two wheels. I lost most of the spots I had gained back and my momentum and riders were blowing by me like I was sitting still. I continued to run the high line in three and four and getting an amazing drive out and catching the front runners, but it was too late and I ended up 10th at the finish line. There was a pack of twelve riders at the line that was separated by less than one second from first place to twelfth. So that just shows how close the racing was for the full 12 laps of the main event. It was by far the most exciting race I have ever been in!

I want to thank K&N and Motorcycle-superstore.com for stepping up and helping out the AMA Grand National Championship for 2010 and years to come.

I would also like to thank all of my sponsors and the people who helped my program this weekend:

Mack Daddy Racing, RHC Products, Arai Helmets, Rod Lake, Arlen Ness, Gene & Gail Cummings, Boughner Racing, Motion Pro, West Coast Hot Shoes, Slideways Racing, JE Pistons, K&N, Renthal, RK Excel, Troy Lee Designs, Shawn Doner, Rob Williams and the Stear family.