



# NEWS RELEASE

## RACE REPORT – MISANO

[For immediate release 05/07/2007](#)

Hey, hey.

For those that did not know (as there was no race report at the time), I broke my hand **again** in 5 places at Silverstone (as if handicapping myself in pre-season testing at Valencia was not enough). I really enjoyed the track and expected a good result. My times over the weekend were not that much far off the qualifying times of the “local” British Superstock runners which gave me hope for the weekend. I was on a very fast qualifying lap (actually I was leading the timing sheets in the first two sectors), when I came onto the straight only to find a rider slowing down (aka plonker) right on the racing line. As I was really on a flyer (already a second down on 2<sup>nd</sup> split) and did not want to lose the lap, I clipped him as I went past and then everything went sort of “pear shaped”. I crashed my stead at 208.9 km/h, with 100% throttle open and in 4<sup>th</sup> gear. This was definitely my biggest “off” to date. Believe me, the bike was not a pretty picture, there was basically nothing left to salvage (even the motor was damaged). My thoughts whilst I was in “tumble dryer mode” was Uncle Gilbert and Uncle Andy **have to start selling their cars and bikes to pay for this mess** (as per our contract). Fortunately for me I have a very good relationship with Lucio and the Ducati factory personnel and it seems as if my transgression may be resolved in a different way.





Well after breaking my hand, I knew that Misano was going to be a challenge and very tough and that it was. There were a number of factors that were against us which included the fact that the Ducati was down on power to the Japanese fours, the Italians had the advantage of entering into and racing their local National Championship (and getting the right setup at the same time) and finally having to contend with a broken wrist. I was very fortunate to have one of my sponsors Menno Parsons there to give me moral support as well as possibly lining up some additional sponsors for next year.

### Breaking News (no not my hand but proper news)

The EmTek Management Company has secured a ride for young Greg Gildenhuis in the Team Pedercini riding a Ducati 1098S similar to my one. So Greg will be my team mate for the rest of the year. We welcome Greg and wish him all the best of luck for this campaign.

I started off official practice in 9th position and sort of went backwards from there. We tried every combination we could for setup and finally qualified in 18th which was very hard for me to swallow.

We worked hard the rest of the afternoon and on into the evening trying to analyze the problem and find a solution. During the morning warm up, I was satisfied with our setup and got very excited for the race.

Starting 18th was always going to be difficult, but I managed to get a great start and moved up to 11th into turn 1.

By the time I got up to 8<sup>th</sup> the race was red flagged due to quite a few bikes being flung into the Adriatic Sea. I started on the second row for the restart and was 5<sup>th</sup> into turn 1 and after 2 laps was third. I held onto the 3<sup>rd</sup> position on the road until the final lap when I got passed by Corti and Dionisi.

I ended up 6<sup>th</sup> after they combined the heats and 5<sup>th</sup> on track which is my best finish to date in the World Superstock Challenge. I even managed to beat off the "official" factory riders of Roberts and Canepa.



I now look forward to Brno where I was one of the fastest riders of the day and ended up 18<sup>th</sup> on the grid due to a team blunder which cost me a podium position. So as they say .....watch this space after the race.

**Remember watch the web pages for more updates ..... [www.emtekracing.co.za](http://www.emtekracing.co.za)**

**SHEZ 32**  
**[shez32@yahoo.co.uk](mailto:shez32@yahoo.co.uk)**