



EmTek Management Services



NEWS RELEASE

RACE REPORT – BRNO

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One Flying Lap Race Report

For my last round at Brno I unfortunately won't be doing a race report, but more of a practice report!!!!!!!

Well coming into the weekend I was full of confidence after the good result at Misano and Kyalami!

Practice

First of all I must confess that when we arrived at the track I was extremely surprised and taken back at the actual heat that hit us. As some people may or may not know Continental Europe is currently in the grips of an unprecedented heat wave with at least 300 reported heat wave related deaths. The track temperature for practice days hovered at around 65-68° and the ambient temperature was around 38-43° (in fact two days after leaving Brno there was a news flash where the mercury soared to 49°). There are a number of obvious problems that do arise with these types of temperatures such as loss of power, tyres and rider fatigue (the power one I will come back to later in my report).

After the first free practice I was a bit surprised as to how hard I was riding and still going nowhere. I was in 15th or so and rode hard and so we decided to turn the bike upside down in terms of suspension and gearing, which ended up costing us big time. Gearing was a bit of a problem as the previous years gearing ratio did not work with the 1098 engine configuration and it was really more trial and error to get somewhere.

After the first qualifying session I was placed 17th and not happy, so we changed the bike even more for the Saturday. Second free practice I was still 15th and by now we were lost and confused. We were convinced that the problem was the gearing so we decided to change only this component for the final qualifying session and landed up 18th on the grid. The team technicians along with myself and my dad thought it out and finally settled on going back to our Misano set up. This meant that we had wasted 2 days of set up and I was not happy. It was mostly my idea to change everything in the first place, but I suppose you never stop learning (again we were working in virgin territory).



On race day we finally broke down and requested some assistance and had received some set-up advice from the factory XEROX squad as they were not going too badly (actually Canepa found his magic box (sometimes called rhythm) - and managed pole position). We eventually settled on a compromise between what they gave us and what we wanted.

Off the line I got a great start and jumped the whole row in front of me but into turn 1. I was boxed in and watched as they all passed me back. I settled in behind Brendan Roberts (XEROX Ducati) to complete the first lap, when coming onto the main straight, I suddenly found myself eating kitty litter and not even knowing what the hell had happened.

For the first time in my racing career I sat down at the side of the track trying to reflect and understand what I had did wrong to jump off the bike – and I kept on coming up with a blank.

In fact I went so far as to start doubting myself and my ability to ride as this was becoming a bit of a habit.

Team Debriefing (American speak for What the Hell happened)

However when the bike was brought back into the pits my dad and myself were still relaying the events someone noticed some oil dripping out of the panels.

The panels were stripped off immediately and to my relief it was found that the front cylinder conrod broke – which broke through the solid casing and knocking the starter motor out which in turn locked the motor up **solid**.

As mentioned in the beginning of this race report the heat wave definitely had a huge affect on the event and the Autophone Yamaha team blew two brand new engines during the Friday session as well as the Xerox Ducati of Canepa, who also blew a motor to kingdom come. So it was definitely a factor for this event and I took solace in knowing that this was not my fault nor our teams fault as it was just serious stress loads on the engines that was doomed to fail.

In the crash I banged myself up good and solid and hurt my hand again but I am now recovering nicely in Italy where I have been undergoing physiotherapy and training everyday.

I will definitely be ready for Brands Hatch and cannot wait, as some of my *mentors/sponsors/friends* are coming out from South Africa to support me.

The Parsons Clan are coming out to visit and I cannot wait.

In this race report I would like to make an announcement that my 2007 financial commitments have been finalised thanks to **EmTek Management** and **Ducati Café**.

Philippe Moretonas has agreed to complete this year and I truly appreciate his efforts and contribution to my campaign.

BIG THANK YOU UNCLE PHIL

We are also hoping to finalise details for my 2008 campaign – so here is hoping and praying that we move up into the “big league”.

Remember watch the web pages for more updates www.emtekracing.co.za

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